

REPORT

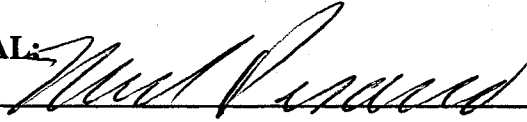
DATE: June 7, 2007

TO: Regional Council
Transportation and Communications Committee

FROM: Naresh Amatya, Program Manager, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Final 2004 RTP Amendment #3 and 2006 RTIP Amendment No.8
(Resolution No. 07-488-1)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION TO TCC:

Approve Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTIP to the Regional Council.

RECOMMENDED ACTION TO RC:

Adopt Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP, Final Amendment No. 8 to the 2006 RTIP and corresponding PEIR Addendum and Conformity Determination

BACKGROUND:

On May 3, 2007, the Executive Committee approved releasing the Draft Amendment No. 3 to the 2004 RTP for a 30-day public review and comments. Associated Draft Amendment No. 8 to the 2006 RTIP has also been available for a 30-day public review and comments during this period. A public hearing is scheduled for May 21, 2007 at 9:00 am at SCAG office. The comment period closes on June 4, 2007. Any comment received during the public comment period and through the public hearing process will be presented to you as part of the final report including appropriate staff responses.

In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Measure 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. The California Transportation Commission (CTC) adopted the funding program for CMIA projects on February 28, 2007. Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. While most of the projects that were approved for funding under this program in the SCAG region came out of the current 2004 RTP, inevitably, there are a couple of new projects and several that have minor changes in project scope, cost or schedule. This has necessitated an amendment to the 2004 RTP as well as 2006 RTIP to reflect those changes so that these projects can move forward in a timely manner. In addition to those changes, SCAG has also received several amendment requests from Caltrans as well as some of the county transportation commissions to accommodate other project changes that are time critical in nature as well. Additional funding for these projects will come from a variety of fund sources, including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

REPORT

SCAG has proceeded with due diligence to bring the existing 2004 RTP as well as 2006 RTIP into compliance with the planning provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). As such, an Administrative Amendment to the 2004 RTP (Gap Analysis) was adopted by SCAG in March 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. Also, Administrative Amendment to the 2006 RTIP (TIP Gap Analysis) to bring it into compliance with the provisions of SAFETEA-LU was adopted in April 2007. These Administrative Amendments to the 2004 RTP are currently under review by FHWA/FTA. Given the current RTP has not been deemed SAFETEA-LU compliant yet, these amendments (2004 RTP Amendment #3 and 2006 RTIP Amendment #8) must be submitted to FHWA for certification under the pre-SAFETEA-LU statute. The statutory deadline to make changes to the current RTP and RTIP under the old statute is July 1, 2007. Therefore, adoption of these amendments at this time is critical to meet this dead line. Upon adoption by the Regional Council of these amendments by way of the attached Resolution No. 07-488-1, staff will forward it to the FHWA/FTA for certification.

Specific details of these changes and associated analyses are presented in the 2004 RTP Amendment#3 and the 2006 RTIP Amendment #8 to ensure their consistency with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. It is also important to note that Resolution No. 07-488-1 includes provisions whereby the Regional Council would approve an Addendum to the 2004 RTP Program Environmental Impact Report ("PEIR Addendum"). The PEIR Addendum was prepared to evaluate the environmental impacts of these amendments and will be presented to the Energy and Environment Committee to recommend approval by the Regional Council. The conformity findings included in the 2004 RTP Amendment #3 covers the 2006 RTIP amendments #8, as project changes addressed in both of these documents are identical. Copies of these documents are attached to this staff report.

As provided in these documents, the proposed project changes will not jeopardize the integrity of transportation conformity or fiscal constraint of the current RTP and RTIP as well as associated amendments. Furthermore, the PEIR Addendum prepared in conjunction with the RTP Amendment #3 shows that the proposed changes will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In conclusion, this amendment is consistent with the applicable state and federal requirements, including the Transportation Conformity Rule.

FISCAL IMPACT:

None. Budget for this work is included in the current OWP under the System Planning work element 07-010.SCGS1.

Attachments:

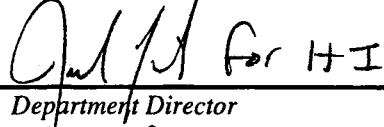
- ◆ Resolution No. 07-488-1
- ◆ 2004 RTP Amendment #3
- ◆ 2006 RTIP Amendment #8

REPORT

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer



RESOLUTION No. 07-488-1

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS APPROVING FINAL AMENDMENT NO. 3 TO THE
2004 REGIONAL TRANSPORTATION PLAN (2004 RTP), FINAL
AMENDMENT NO. 8 TO THE 2006 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (2006 RTIP) AND THE CORRESPONDING
ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL
IMPACT REPORT AND CONFORMITY DETERMINATION**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, on April 1, 2004, SCAG approved and adopted the 2004 RTP, and on June 7, 2004, the federal agencies found that the 2004 RTP conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on July 27, 2006, SCAG approved and adopted the 2006 RTIP, and on October 2, 2006, the federal agencies found that the 2006 RTIP conforms to the applicable SIP;

WHEREAS, on February 2, 2006, SCAG approved and adopted an Amendment to the 2004 RTP to replace the CenterLine and Yorba Linda Metrolink Station Transportation Control Measures (TCMs) with four substitute TCMs and to revise the scope of the Foothill Transportation-Corridor South/SR-241 toll road project;

WHEREAS, on July 27, 2006, SCAG approved and adopted a second Amendment to the 2004 RTP to add the sbX E Street bus rapid transit project;

WHEREAS, on October 2, 2006, the federal agencies found that the 2004 RTP, as amended on February 2, 2006 and July 27, 2006, conforms to the applicable SIP;

WHEREAS, on November 7, 2006, the voters of the state of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and this Act created a Corridor Mobility Improvement Account (CMIA) to fund performance improvements on highly congested highway corridors, and this Act also created the Transportation Facilities Account (TFA) to augment funding for the State Transportation Improvement Program (STIP);

WHEREAS, on February 28, 2007, the California Transportation Commission (CTC) adopted a \$4.5 billion program of projects for the CMIA, and on June 7, 2007, the CTC intends to take action on a \$2 billion augmentation to the 2006 STIP, and together these actions result in new projects and revisions to existing projects in the adopted 2004 RTP and 2006 RTIP;

WHEREAS, SCAG has also received requests from the local county transportation commissions and California Department of Transportation (Caltrans) for other project additions or modifications to the 2004 RTP and 2006 RTIP;

WHEREAS, on January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007, the proposed RTP and RTIP amendments to address the CTC actions and local requests were discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

WHEREAS, on or about April 1, 2007, SCAG staff prepared the "Draft 2004 RTP Amendment #3" and the "Draft 2006 RTIP Amendment #8" ("RTP/RTIP Amendments"), including the staff findings, in order to address the CTC action and local requests;

WHEREAS, the conformity findings included in the "Draft 2004 RTP Amendment #3" are also applicable to the "Draft 2006 RTIP Amendment #8";

WHEREAS, on May 3, 2007, SCAG's Executive Committee (EC) approved the release of the Draft RTP/RTIP Amendments for a 30-day public review and comment period;

WHEREAS, a Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov on May 3, 2007 and published in major newspapers in the six-county region, the Draft RTP/RTIP Amendments were made available on the SCAG website, and copies were provided for review at SCAG and at public libraries throughout the region;

WHEREAS, a public hearing for the Draft RTP/RTIP Amendments was held at SCAG on May 21, 2007;

WHEREAS, to the extent that SCAG has received any written comments on the Draft RTP/RTIP Amendments, those comments have been responded, and those comment along with responses are summarized in the Final RTP/RTIP Amendments;

WHEREAS, amendments to the RTP must be consistent with the December 1999 RTP Guidelines and 2003 Supplement to the RTP Guidelines prepared by the California Transportation Commission;

WHEREAS, SCAG has complied with all applicable federal and state requirements in developing the RTP/RTIP Amendments, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 12001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from an RTP which has been found to conform to the applicable SIP;

WHEREAS, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA and the FTA must make a conformity determination on any RTP/RTIP updates or amendments in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §7401 *et seq.*) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

WHEREAS, with approval of the RTP/RTIP Amendments, all South Coast Air Resolution #07-488-1

Basin TCM projects in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

WHEREAS, the 2004 RTP and 2006 RTIP remain financially constrained for all fiscal years after the project additions and revisions described in the RTP/RTIP Amendments;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the RTP;

WHEREAS, SCAG adopted and certified the Program Environmental Impact Report (PEIR) to the 2004 RTP in April 2004;

WHEREAS, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

WHEREAS, for the reasons set forth in the Addendum to the 2004 PEIR, SCAG determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the 2004 RTP do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

WHEREAS, SCAG prepared an Addendum to the 2004 PEIR, which is included in the 2004 RTP Amendment #3, in order to address the modifications to the 2004 RTP due to the CMIA program, STIP Augmentation, and requests from the local agencies;

WHEREAS, SCAG determined that adoption of the proposed RTP Amendment #3 would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds and adopts as follows:
 - a. The 2004 RTP Amendment #3 and 2006 RTIP Amendment #8 comply with all applicable federal and state requirements, including the federally approved SIPs;
 - b. Upon approval of the RTP/RTIP Amendments, all TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

- c. The 2004 RTP and 2006 RTIP as amended have been found to conform to the applicable SIP in accordance with the Clean Air Act and EPA conformity regulations; and
 - d. Proposed changes to the 2004 RTP as expressed in the 2004 RTP Amendment #3 are not substantial changes which would require major revisions to the PEIR, and the Addendum to the PEIR for the 2004 RTP fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the Final 2004 RTP Amendment #3 and Final 2006 RTIP Amendment #8, including the PEIR Addendum and conformity findings.
 3. SCAG's Executive Director or his designee is authorized to transmit the RTP/RTIP Amendments and associated conformity finding to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 7th day of June 2007.

GARY OVITT
President
Supervisor, County of San Bernardino

Attest:

MARK A. PISANO
Executive Director

Approved as to Form:

JOANN AFRICA
Interim Director of Legal Services

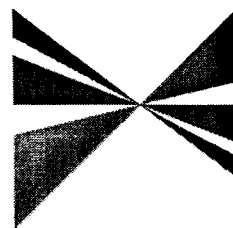
2004 REGIONAL TRANSPORTATION PLAN Final AMENDMENT #3

**(Pending incorporation of public comments
and responses)**

June 2007

DRAFT

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

MISSION STATEMENT

REGIONAL COUNCIL MEMBERS

Leadership

Vision

Progress

Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

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Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

5.18.07

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INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments out to the plan horizon year of 2030.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2). The 2004 RTP was subsequently amended on February 2, 2006 (resolution #06-471-3), and a second time on July 27, 2006 (resolution #06-477-1). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of stakeholders including federal, state and local agencies, as well as members of the public, as required under the Transportation Equity Act for the 21st Century (TEA-21).

The replacement of TEA-21 with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) in 2005 established a number of new requirements for MPO's with respect to developing and updating the RTP. Pursuant to the new SAFETEA-LU requirements, SCAG has proceeded with due diligence to bring the existing 2004 RTP into compliance. As such, the Administrative Amendment to the 2004 RTP (Gap Analysis) that was adopted by SCAG on March 1, 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. The Administrative Amendment to the 2004 RTP is currently under review by FHWA/FTA. Given that the current RTP has not been deemed SAFETEA-LU compliant at the time of completing this document, this amendment should be reviewed under the old statute (TEA-21). The statutory deadline for certifying an amendment to the existing RTP is July 1, 2007.

This third amendment to the 2004 RTP is in response to recent developments in California's transportation funding allocations. Moreover, the Amendment is intended to ensure that all the projects included can move forward in a timely manner. In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Proposition 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. This RTP Amendment is in part a response to the CMIA program that was adopted by the California Transportation Commission (CTC) on February 28, 2007. While most of the projects approved for CMIA funding are consistent with the 2004 RTP, inevitably, there are a number of projects that require amendment to the current RTP. This amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources, including the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendment are incorporated into this document. It is also important to note that the conformity findings included in this document are applicable for the 2004 RTP Amendment as well as the 2006 Regional Transportation Implementation Program (RTIP) Amendment # 06-08.



PROJECT DESCRIPTIONS

The project changes proposed under this Amendment are presented in this document for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The reasons for amending each of the projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2004 RTP
- Project currently exists in the 2004 RTP but,
 - has a **revised scope**,
 - has a **revised schedule**,
 - has a **change in total cost**, or
 - includes **any combination of the above** changes.

Descriptions of major projects for each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 1-5 for ready reference. Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current plan. In addition, the summary tables are also intended to illustrate a before and after picture for each of the projects.

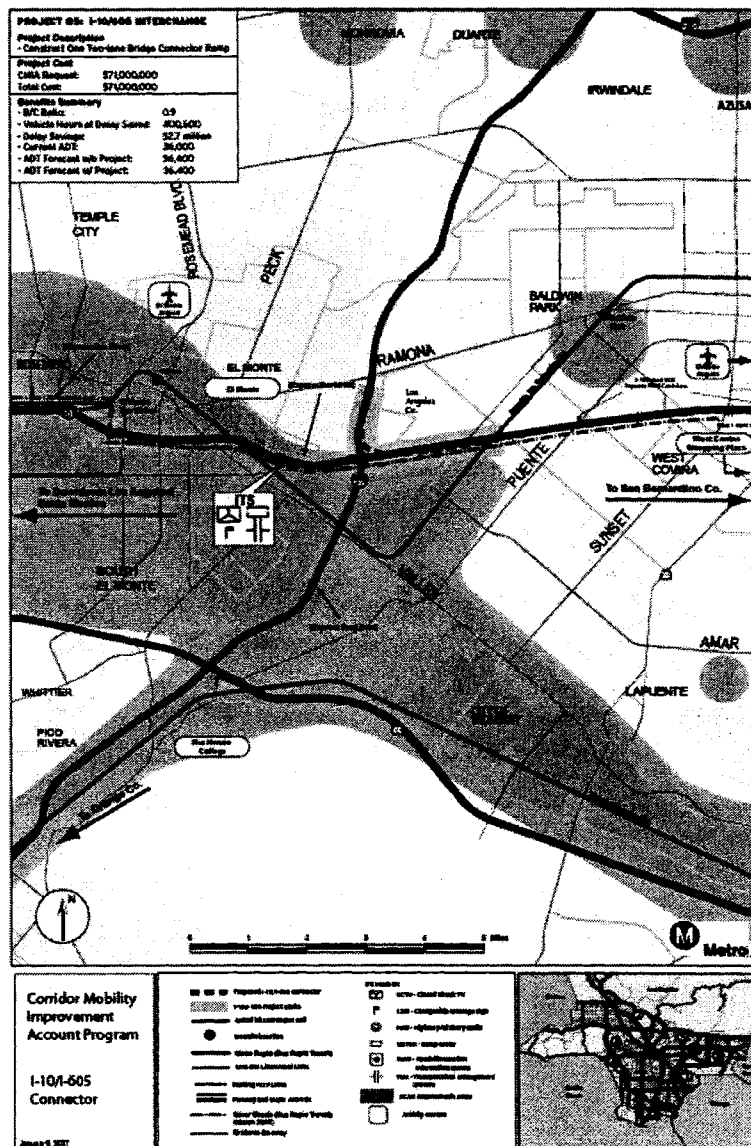


LOS ANGELES COUNTY

Major Regional Projects**Interstate 10/605 Transition Connector from SB I-605 to EB I-10****New Project**

RTP/RTIP Project No. 1M07A
 Estimated Completion Date: 2013
 Estimated Project Cost: \$71 M

The project will construct the fly-over connector from the southbound I-605 to the eastbound I-10. The planned fly-over direct connector (southbound I-605 to eastbound I-10) will replace the existing, shared at-grade connector and result in the elimination of the weaving conflict. The new connector is intended to eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents¹. The I-10/I-605 Transition Connector project is depicted in *Figure 1*.

Figure 1: I-10/I-605 Transition Connector

Project Map courtesy of Metro; accessed 3/13/07
http://www.metro.net/projects_programs/cmia.htm

¹ Metro's 2007 Los Angeles County Corridor Mobility Improvement Program Proposal: I-10/I-605 Transition Connector Brief and Map



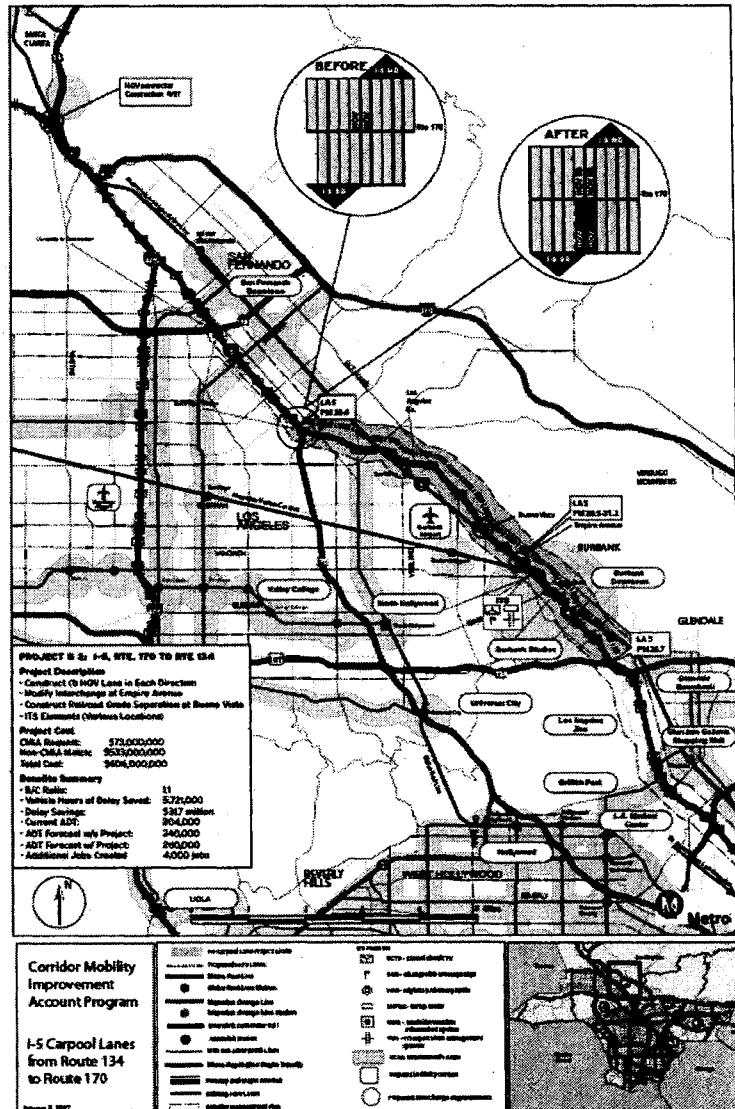
I-5 HOV Lane from SR-134 to SR-170

RTP/RTIP Project No. LA000358
 CTC Adopted CMIA Project
 Estimated Project Cost: \$608 M

Current Completion Date: 2010
 Revised Completion Date: 2012

The improvements for this corridor include two projects. Project 1 is a 9.7 mile project of HOV lanes in each direction along the I-5 freeway. Project 2 is a 0.7 mile segment of HOV lanes in each direction along the I-5 freeway. Project 2 also includes the modification of the Empire Avenue intersection to a full diamond interchange, the re-alignment and elevation of the railroad adjacent to the freeway and the construction of a railroad grade separated crossing at Buena Vista. These two projects are scheduled to be constructed in four phases. The I-5 Carpool Lane from SR-134 to SR-170 is depicted in Figure 2.

Figure 2: I-5 HOV Lanes from SR-134 to SR-170



Project Map courtesy of Metro; accessed 3/13/07
http://www.metro.net/projects_programs/cmia.htm

I-405 Carpool Lanes from I-10 to US-101

RTP/RTIP Project No. LA0B408

CTC Adopted CMIA Project

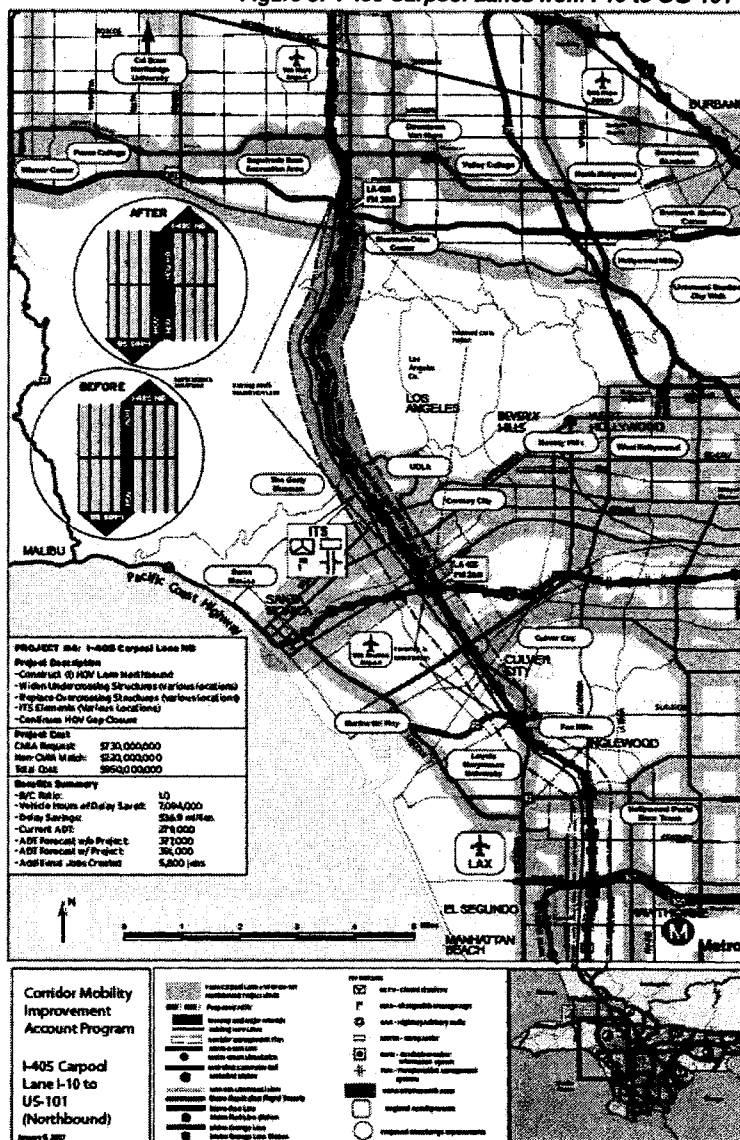
Estimated Project Cost: \$950 M

Current Completion Date: 2016

Revised Completion Date: 2013

I-405 is a major regional transportation corridor serving as the backbone of the Southern California transportation network. I-405 (in the project area) serves commuters in San Fernando Valley to major urban centers of Los Angeles and Santa Monica, as well as Los Angeles International Airport. This section of I-405 is heavily congested. Existing traffic in the project area is mostly stop and go throughout the day. This project will provide a continuous 10 miles HOV lane in LA County from I-10 to US-101. This project will ease congestion, improve mobility by moving twice as many people as a regular traffic lane, decrease commute times for all drivers, enhance traffic safety, reduce air pollution and promote ridesharing. Metro and the public support this project². The I-405 Carpool Lanes from I-10 to US-405 is depicted in *Figure 3*.

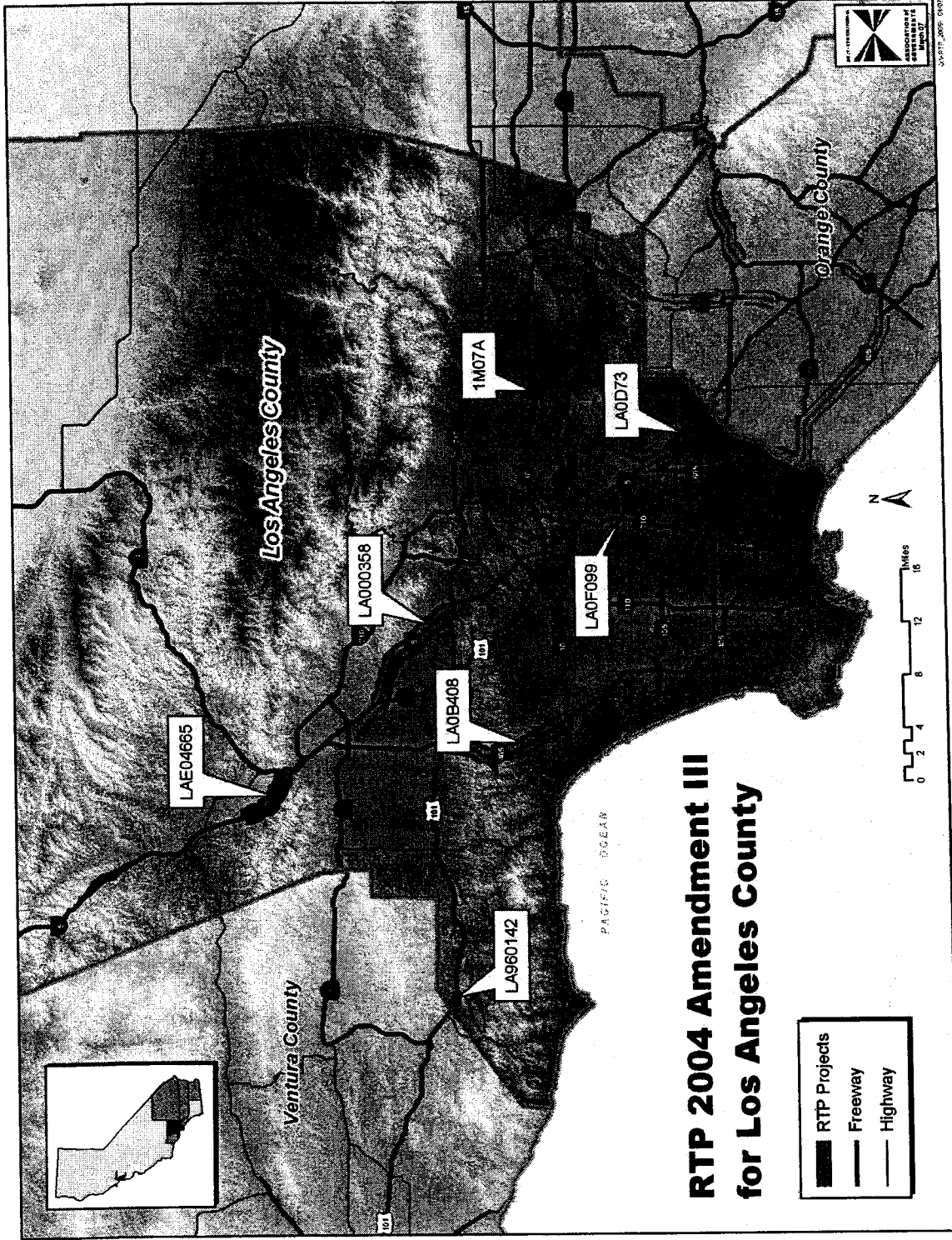
Figure 3: I-405 Carpool Lanes from I-10 to US-101



*Project Map courtesy of Metro; accessed 3/13/07
http://www.metro.net/projects_programs/cmia.htm*

² Metro's 2007 Los Angeles County Corridor Mobility Improvement Program Proposal: I-405 Carpool Lanes CMIA Supplemental Application Information

MAP 1: LOS ANGELES COUNTY PROJECT LOCATIONS



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

2004 RTP AMENDMENT							
LOS ANGELES COUNTY PROJECTS							
<i>*CTC adopted CMA projects listed in bold</i>							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
LA	HOV & TRUCK LANE	I-5	IN LA./SANTA CLARITA ON I-5 FROM SR-14 TO PARKER RD, HOV & TRUCK LANE IMPROVEMENT (THE AMENDMENT WILL ADD PE FUNDS ONLY)	\$7,800	PROJECT COST FUNDED BY \$1,800,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK AND IDENTIFIED \$6,200,000 PRIVATE FUNDING PROVIDED BY GOLDEN STATE GATEWAY COALITION.	2008* (For PE only)	LAE04665
LA	Mixed Flow & HOV	I-5	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO I-605 JCT. WIDEN TO 4 MIXED FLOW AND 1 HOV LNS EACH DIRECTION. RECONSTRUCT VALLEY VIEW (PHASE I AS DESCRIBED HERE IS CURRENTLY FULLY FUNDED. PHASE II WILL INVOLVE THE ADDITION OF 1 MF LANE IN EA DIR BRINGING THE FINAL CONFIGURATION TO 10 MF + 2 HOV. PHASE II WILL BE PURSUED AT A LATER DATE CONTINGENT UPON FUNDING AVAILABILITY.)	Existing: \$659,364 Revised: \$1,155,285	PROJECT COST INCREASE FUNDED BY \$387,000,000 CMA ALLOCATION AND \$108,921,000 COUNTY SALES TAX REVENUE FUNDING ABOVE ORIGINAL 2004 RTP FORECAST.	2016	LA0D73
LA	HOV	I-5	I-5 FROM SR-134 TO SR-170 HOV LANES (8 TO 10 LANES)	Existing: \$416,938 Revised: \$607,500	EXISTING FUNDING AT LEFT PROGRAMMED UNDER LA000358 FOR \$259,888,000 AND LA996375 FOR \$157,050,000. AMENDMENT COMBINES FUNDING UNDER LA000358. PROJECT COST INCREASE OF \$190,562,000 FUNDED BY \$73,000,000 CMA ALLOCATION, \$116,260,000 2006 STIP AUGMENTATION AND \$1,500,000 2006 ITIP AUGMENTATION ALLOCATION.	Existing: 2010 Revised: 2012	LA000358
LA	IC / Ramps	I-10 I-605	I-605 SOUTH TRANSITION TO I-10 EAST – CONSTRUCT FLYOVER CONNECTOR FROM SB I-605 TO EB I-10 TO REPLACE EXISTING SHARED AT-GRADE CONNECTOR AND ELIMINATE THE WEAVING CONFLICT	\$71,000	PROJECT FUNDED THROUGH FUTURE COMMITMENTS FROM CTC PER MARCH 15, 2007 CTC RESOLUTION CMA-P-0607-02.	2013	1M07A
							New project

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

LOS ANGELES COUNTY PROJECTS									*CTO adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
LA	IC / Ramps	US-101	EXISTING TEXT (REFER TO 2006 RTP VOL 3; LA CO LOCAL HWY PROJECTS, PG31): LINDERO CYN RD FROM AGOURA RD TO JANLOR DR – CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION. FROM 3NB/2SB TO 3 NB&SB.	\$6,110	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	Existing: 2008	LA960142	Revised schedule, revised scope		
			REVISED: PHASE I: THE RAMP TERMINI FOR RAMPSG-1,2,3,4 AND 5 WILL REQUIRE RECONSTRUCTION OF CURB RETURNS AND ISLAND CURB AND GUTTERS. LINDERO CANYON ROAD BET. VIA COLINAS AND AGOURA ROAD WILL BE WIDEN FROM 2 TO 3 LANES IN EACH DIR. THE BRIDGE OVERCROSSING WILL REQUIRE RECONFIGURATION TO ELIMINATE THE SIDEWALK ON THE NORTH SIDE AND PROVIDE A COMBINATION BIKE PATH/SIDEWALK ON THE SOUTH SIDE. BRIDGE RECONFIGURATION WILL OCCUR WITHIN THE EXISTING WIDTH OF THE BRIDGE SURFACE. PHASE II: RAMP G-6 WILL BE WIDENED TO 2 LANES. THE CITY WILL BEGIN WIDENING AT VIA COLINAS. THE EXISTING NORTHBOUND AUX LANE WILL BE EXTENDED SOUTHERLY FROM ITS TERMINUS AT RAMP G-6 TO RAMP G-3.			Revised: 2009				
LA	HOV	I-405	IN LA FROM I-10 TO US-101 WIDEN FOR NB HOV LANE & MODIFY RAMPS, ADD NEW WB ON RAMP AT SUNSET & HOV INGRESS/EGRESS AT SANTA MONICA BLVD (EA 12030, PPNO 0851G, SAFETEAU # 1302, 1934)	Existing: \$220,000 Revised: \$950,000	PROJECT COST INCREASE FUNDED BY \$730,000,000 CMA ALLOCATION.	Existing: 2016 Revised: 2013	LA0B408	Project cost increase, revised schedule		
			TRANSIT CENTER AND PARK-AND-RIDE: BUS STOP AMENITIES INCLUDE NEW BUS SHELTER, BENCHES, LANDSCAPING ETC. THE TRANSIT CENTER WILL BE SUPPORTED BY A 283-SPACE PARK-AND-RIDE.	\$495		2009				
LA	Transit	Transit			PROJECT FUNDED BY \$396,000 FTA 5309 EARMARK AND IDENTIFIED \$99,000 DISCRETIONARY CITY FUNDING.		LA0F099	New project		

ORANGE COUNTY

Major Regional Projects

SR-22/I-405/I-605 HOV Connector with ITS Elements

RTP/RTIP Project No. 2H01145/ORA000193
CTC Adopted CMIA Project
Estimated Project Cost: \$400 M

Current Completion Date: 2015
Revised Completion Date: 2013

Revised Scope: The existing RTP does not include the second HOV lane on I-405. The Amendment adds the second HOV lane.

The project will construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. and Valley View St. and from I-405 to I-605, between Katella Ave. and Seal Beach Blvd., with a second HOV lane in each direction on I-405 between the two direct connectors. Included in the proposed project is the installation of fiber optic cables in new conduits and closed circuit television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and LA County Line, and on I-605 between I-405 and Katella Avenue. See *Map 2 (pg 10)*.

SR-91 Widening from Lakeview Avenue to Weir Canyon Road

RTP/RTIP Project No. 2M04121
CTC Adopted CMIA Project
Estimated Project Cost: \$96 M

Current Completion Date: 2010
Revised Completion Date: 2014

The purpose of this project is to address the existing operational deficiency along SR-91, between SR-55 and SR-241. The project will add one mixed flow lane on EB SR-91 between the SR-91/55 connector (PM 9.13) and east of the Weir Canyon Road IC (PM 15.35), and on WB SR-91 between the Weir Canyon Road IC (PM 15.59) and the Imperial Highway IC (PM 11.43). This project will also modify the WB on-ramps from the Lakeview Avenue IC with the intention of improving existing merging conflicts. See *Map 2 (pg 10)*.

EB SR-91 Lane Addition from SR-241 to SR-71

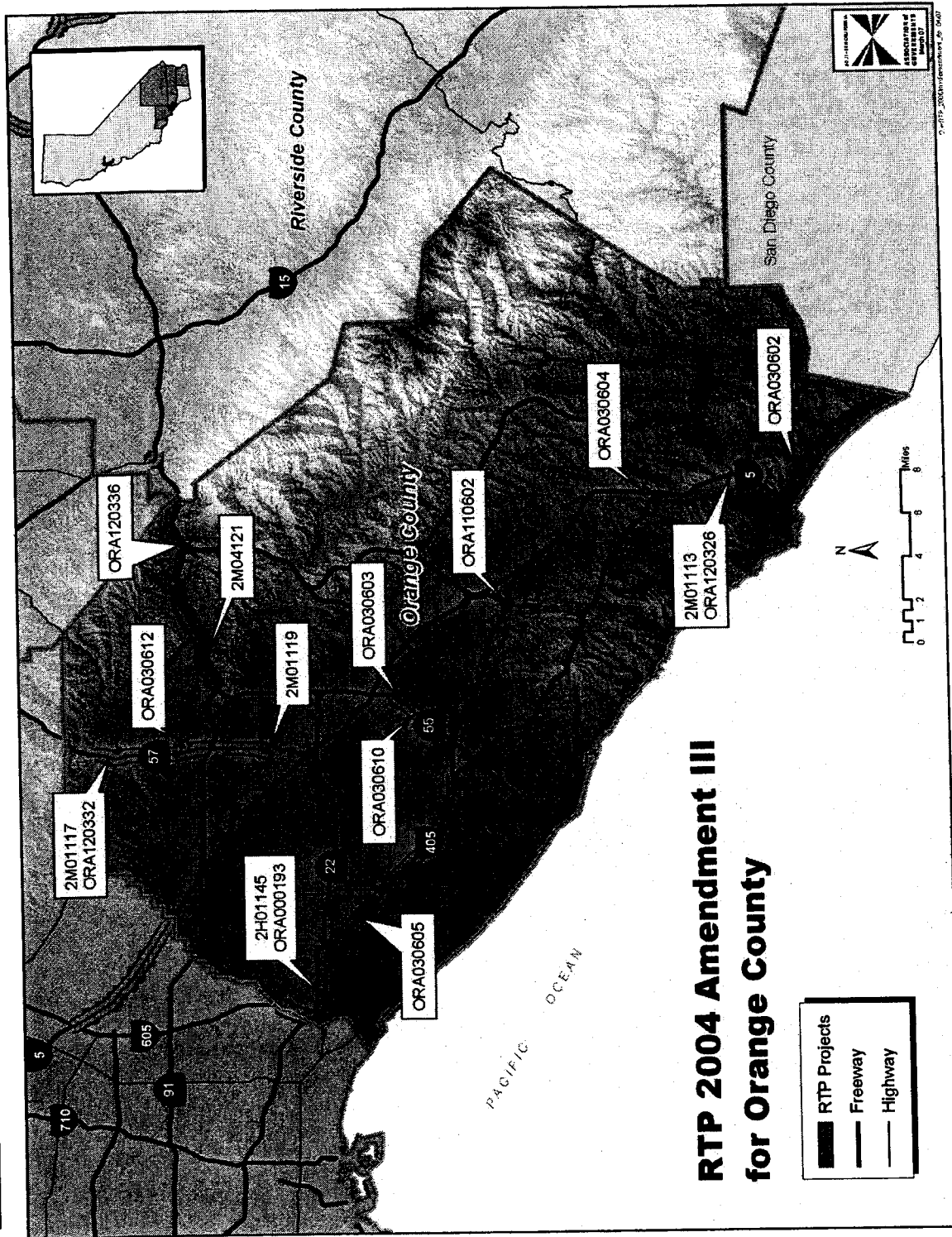
RTP/RTIP Project No. 2M01123/ORA120336
CTC Adopted CMIA Project
Estimated Project Cost: \$81 M

Current Completion Date: 2015
Revised Completion Date: 2011

This project will add one EB lane from the SR-241/SR-91 IC (PM15.9) to the SR-71/SR-91 IC (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and is intended to address safety concerns, improve highway capacity, operations and improve regional circulation overall. See *Map 2 (pg 10)*.



MAP 2: ORANGE COUNTY PROJECT LOCATIONS



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

2004 RTP AMENDMENT								
ORANGE COUNTY PROJECTS								
CTC adopted CMA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
OR	IC / Ramps	I-5	IN THE CITY OF MISSION VIEJO SB OFF-RAMP AT CROWN VALLEY PARKWAY – WIDEN OFF-RAMP FROM 4 TO 5 LANES (13.77/15.03)	\$2,396	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2012	ORA030604	New project
OR	IC / Ramps	I-5	IN SAN CLEMENTE - SB CAMINO DE ESTRELLA - WIDEN OFF-RAMP FROM 1 TO 2 LANES AND WIDEN OVERCROSSING FROM 5 TO 7 LANES (1 WB LEFT TURN LANE AND 1 EB LANE)	\$12,113	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030602	New project
OR	IC / Ramps	I-5 / SR-74	NB/SB AT I-5/SR-74 SEPARATION, REBUILD INTERCHANGE INCLUDING WIDENING OF SR-74 OVERCROSSING	Existing: \$50,000 Revised: \$73,320	INCREASE IN PROJECT COST FUNDED BY \$52,500,000 2006 STIP ALLOCATION WHICH MAKES AVAILABLE \$29,180,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	2010	2M01113 ORA120326	Project cost increase
OR	Auxiliary	SR-55	ADD SB AUXILIARY LANE FROM DYER TO MACARTHUR	\$2,619	PROJECT COST FUNDED BY IDENTIFIED \$2,619,000 2006 STIP AUGMENTATION ALLOCATION.	2012	ORA030610	New project
OR	Auxiliary	SR-55	CONSTRUCT 1 AUX LANE ON SB SR-55 BETWEEN E EDINGER AVE OFF RAMP AND DYER RD ON RAMP (7.8/9.2)	\$28,883	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030603	New project

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

ORANGE COUNTY PROJECTS									
*CTC adopted CMA projects listed in bold									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
OR	Mixed Flow	SR-57	NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-163: ADD 1 NB MIXED FLOW LANE FROM 0.4 MI NORTH OF SR-91 TO 0.1 MI NORTH OF LAMBERT (5.1 MI).	Existing: \$77,000 Revised: \$140,000	INCREASE IN PROJECT COST FUNDED BY \$70,000,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$7,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M01117 ORA120332	Revised schedule, project cost increase	
OR	Auxiliary	SR-57	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-163): FROM KATELLA ON-RAMP TO LINCOLN OFF-RAMP, ADD NB AUX LANE WITH FULL STANDARD MEDIAN REVISED: EXISTING 4 NB MIXED FLOW; WIDEN TO 5 MIXED FLOW LANES NB FROM 0.3 MI SOUTH OF KATELLA TO 0.3 MI NORTH OF LINCOLN (2.92 MI).	Existing: \$18,100 Revised: \$41,066	INCREASE IN PROJECT COST FUNDED BY \$20,066,000 CMA ALLOCATION AND \$2,900,000 NEW MEASURE IN SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2020 Revised: 2015	2M01119 ORA120333	Revised scope, revised schedule, project cost increase	
OR	Mixed Flow	SR-91	ADD 1 MIXED FLOW LANE EACH DIRECTION FROM SR-55 TO RIVERSIDE COUNTY LINE	Existing: \$250,000 Revised: \$250,000	IN ADDITION TO \$250,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, AN ADDITIONAL \$22,000,000 HAS BEEN ALLOCATED TO THE PROJECT FROM THE CMA WHICH MAKES AVAILABLE \$22,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M04121 ORA030601	Revised schedule	
OR	Auxiliary	SR-91	SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD; ONE LANE AND SHOULDER WIDTH.	Existing: \$65,120 Revised: \$80,500	PROJECT COST INCREASE FUNDED BY \$71,440,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$56,060,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2015 Revised: 2011	2M01123 ORA120336	Revised schedule, project cost increase	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

*CTC adopted CMA projects listed in bold									
ORANGE COUNTY PROJECTS									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
OR	Transit	SR-91	PLACENTIA TRANSIT STATION – E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING	\$23,250	PROJECT COST FUNDED BY \$19,100,000 2006 STIP AUGMENTATION ALLOCATION AND IDENTIFIED \$4,150,000 LOCAL DISCRETIONARY AGENCY FUNDING.	2014	ORA030612	New project	
OR	Mixed Flow	I-405	CONSTRUCT ONE ADDITIONAL GEN PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL IMPROVEMENTS FROM SR73 TO LA COUNTY LINE (THIS LISTING IS TO REFLECT THE ADDITION OF PE FUNDS ONLY)	\$5,587	PROJECT COST FUNDED BY \$2,069,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK, \$518,000 LOCAL DISCRETIONARY INCOME, AND \$3,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	2012 (For PE only)	ORA030605	New project for PE only	
OR	HOV	I-405 / SR-22	EXISTING TEXT (REFER TO 2006 RTP VOL 3; OC STATE HWY PROJECTS, PG2): SR-22/I-405 AND I-405/I-605 INTERCHANGES - HOV TO HOV LANE CONNECTORS REVISED: HOV CONNECTORS ON SR-22/I-405 BETWEEN SEAL BEACH BLVD AND VALLEY VIEW, AND ON I-405/I-605 BETWEEN KATELLA AVE AND SEAL BEACH BLVD, WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	Existing: \$105,000 Revised: \$400,000	INCREASE IN PROJECT COST FUNDED BY \$200,000,000 CMIA ALLOCATION AND \$95,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2015 Revised: 2013	2H01145 ORA000193	Revised scope, revised schedule, project cost increase	
OR	Arterial	Local	WIDENING OF LAGUNA CANYON/I-405 OVERCROSSING FROM 2 TO 4 LANES	Existing: \$860 Revised: \$12,031	EXISTING PROJECT IS FOR ENGINEERING ONLY. AMENDMENT INCLUDES FULL PROJECT COST. COST INCREASE FUNDED BY IDENTIFIED LOCAL DISCRETIONARY INCOME MADE UP OF \$6,927,000 LOCAL CITY FUNDING AND \$4,244,000 DEVELOPER FEE.	2010	ORA110602	2006 RTP project previously not modeled – project to be included in regional modeling and conformity analysis	



RIVERSIDE COUNTY

Major Regional Projects

I-215 HOV Lane Additions from Nuevo to Box Springs

New Project

RTP/RTIP Project No. 3H07A
Completion Date: 2013

This project will construct one HOV lane in each direction on I-215 from Nuevo to Box Springs. See *Figure 7*.

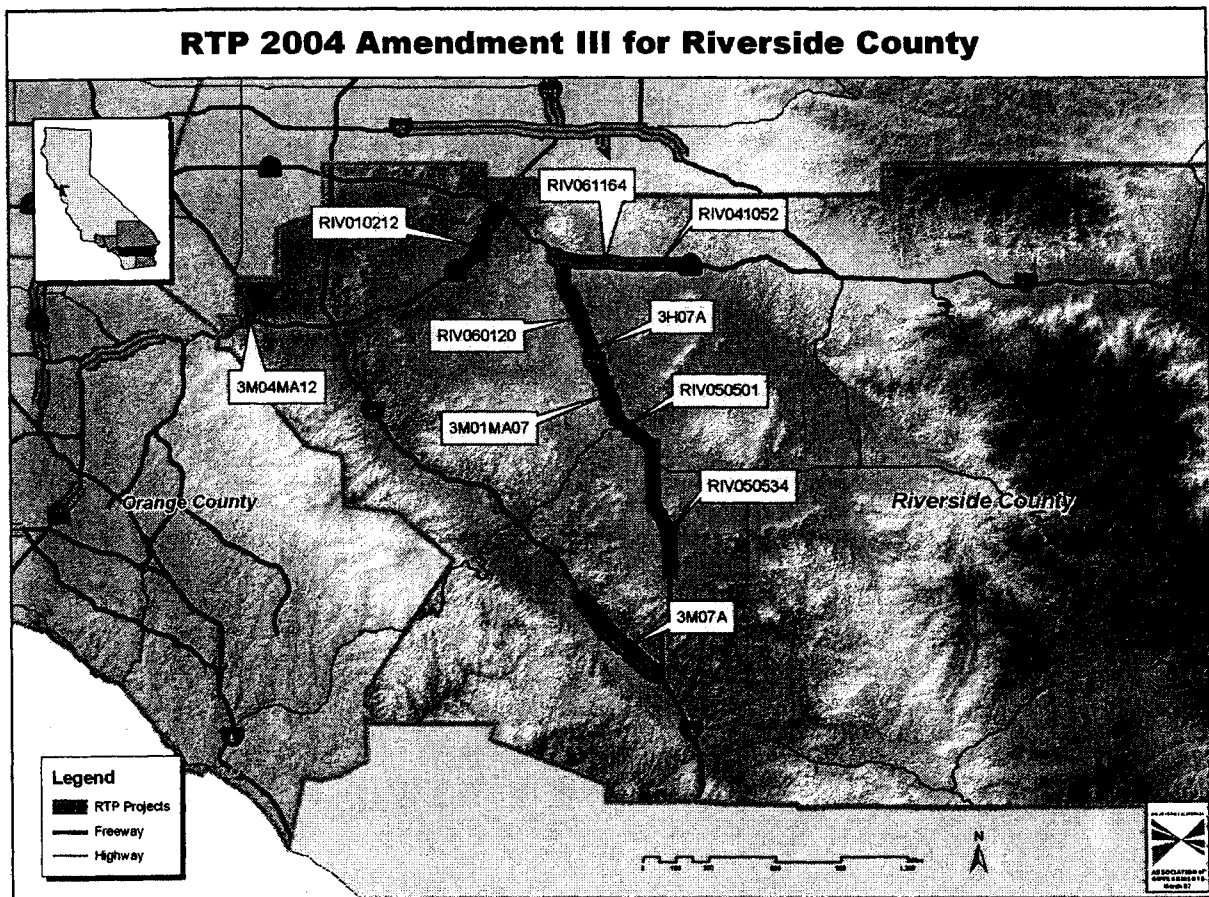
SR-91 HOV Lane Addition from Adams to SR-60/I-215 IC

RTP/RTIP Project No. RIV010212
CTC Adopted CMIA Project

Current Completion Date: 2013
Revised Completion Date: 2014

This project will add HOV lanes on SR-91 from Adams to the SR-60/I-215 IC. It will also include the addition of auxiliary lanes from Madison to Central, bridge widening and replacements, EB/WB braided ramps, IC modifications/reconstruction and sound retaining walls. See *Map 3*.

Map 3: Riverside County Project Locations



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

2004 RTP AMENDMENT								
RIVERSIDE COUNTY PROJECTS								
*CTC adopted CMA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	Mixed Flow	I-15	I-15 ADD 1 MF LANE EACH DIRECTION, BUNDY CYN TO I-15/I-215 IC (FROM 3 TO 4 MF EACH DIR.)	\$110,000	PROJECT COST FUNDED BY \$110,000,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3M07A	New project
RV	IC / Ramps	SR-60	EXISTING TEXT (REFER TO 2006 RTIP VOL 3; RIV CO STATE HWY PROJECTS, PG3): SR-60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC – WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS 1 TO 2 LNS, ADD WB ON-RAMP, ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BEACH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K) REVISED: SR-60/NASON ST IC + MORENO BCH DR IC: WIDEN NASON OC 2 TO 4 LNS; MODIFY MORENO BCH DR IC – WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS 1 TO 2 LNS, ADD WB ON-RAMP, ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BCH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K)	\$54,800	PROJECT COST INCREASES OFFSET BY REDUCED PROJECT SCOPE FOR NASON OC. NO FISCAL IMPACT.	2011	RIV041052	Revised scope
RV	Other	SR-60	TEMPORARY OPERATIONAL CHANGE: CALTRANS PROPOSAL TO CONVERT EXISTING FULL TIME HOV LN TO PART-TIME LN IN BOTH DIRECTIONS ON 8-MILE SEGMENT OF SR-60 IN RIVERSIDE CTY (EAST OF SR 60/I-215 JCT TO REDLANDS BLVD). CONVERSION WOULD LAST FOR 3 YRS AT WHICH TIME IT WILL REVERT BACK TO FULL TIME HOV LN. HOV LN WOULD BE HOV ONLY FROM 6AM-10AM AND FROM 3PM-7PM AND OPEN TO SOV'S THE REMAINING HOURS OF THE DAY. SIGNAGE WILL BE INSTALLED TO INFORM MOTORISTS OF THE NEW HOURS OF OPERATION. NO ADDITIONAL CHANGES (STRIPING, INGRESS/EGRESS, ETC.) ARE PROPOSED.	NA	AMENDMENT IS OPERATIONAL CHANGE ONLY. NO FISCAL IMPACT.	2007-2010	RIV061164	Temporary operational change from 24/7 HOV operations to part-time HOV operations



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS							
*CTC adopted CMA projects listed in bold							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
RV	Mixed Flow	SR-71 / SR-91	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-167): IMPROVE INTERCHANGE	Existing: \$26,000	INCREASE IN PROJECT COST FUNDED BY \$11,885,000 2006 STIP AUGMENTATION ALLOCATION AND \$61,129,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	Existing: 2030	3M04MA12
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-167: REPLACE THE EXISTING AT-GRADE EB SR-91 TO NB SR-71 LOOP WITH DIRECT FLYOVER CONNECTOR AND CONSTRUCT A COLLECTOR-DISTRIBUTOR SYSTEM EB BTW GREEN RIVER RD IC AND 71/91 JCT. EXTEND EXISTING AUX LNS FROM THE SB SR-71 TO EB SR-91 CONNECTOR TO SERFAS CLUB DR, AND FROM WB SR-91 TO NB SR-71 CONNECTOR TO AUTO CENTER DR. EXTEND EXISTING EB FIFTH GENERAL PURPOSE LN FROM SR-71 TO SERFAS CLUB DR.	Revised: \$99,014		Revised: 2016	
RV	HOV	SR-91	HOV LANES, ADAMS TO SR-60/SR-91/I-215 IC	Existing: \$122,916	PROJECT COST INCREASE FUNDED BY \$157,199,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$47,337,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2013	RIV010212
				Revised: \$232,777		Revised: 2014	
RV	Mixed Flow	I-215	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-167): FROM EUCALYPTUS AVE TO I-15, EXISTING 2 LNS EACH DIR, ADD 1 MF LN EACH DIR	Existing: \$210,000	IN ADDITION TO \$210,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, \$38,570,000 FROM THE 2006 STIP \$46,586,000 FROM CMA AND \$38,570,000 FROM THE 2006 STIP AUGMENTATION ALLOCATION HAS BEEN IDENTIFIED. THIS MAKES AVAILABLE \$60,156,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2025	3M01MA07
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-167: SEG 1: I-215 ADD 1 MF LANE EACH DIRECTION, I-15/I-215 TO SCOTT RD (CMA ADOPTED) SEG 2: I-215 ADD 1 MF LANE EACH DIRECTION, SCOTT ROAD TO NUEVO	Revised: \$235,000		Revised: SEG 1 – 2013 SEG 2 – 2014	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS								OTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 3 TO 7 LNS (4 WB, 3 EB) & RAMPS 1 TO 2 & 3 LNS (W/ HOV LNS), ADD NB LOOP ENTRY RAMP (2 LNS), ADD NB/SB AUX LNS RIGHT & LEFT TURN LNS (EA 0E520K)	Existing: \$34,050	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$8,500,000 IDENTIFIED TUMF FUNDS OVER FORECAST FROM 2004 RTP AND \$51,000,000 LOCAL DISCRETIONARY FUNDS.	2011	RIV060120	Revised scope, project cost increase	
			REVISED: I-215/VAN BUREN BLVD IC: RECON/WIDEN IC 2 TO 4 LNS (MUSEUM-OPPORTUNITY), ADD NEW NB 3 LN LOOP ON-RAMP (2 MF, 1 HOV); WIDEN NB/SB OFF-RAMPS (1 TO 2 LNS), SB ON-RAMP (1 TO 2 MF + 1 HOV), NB ON-RAMP (1 TO 1 MF + 1 HOV), ADD NB/SB AUX LN TO CACTUS (EA: 0E520K)	Revised: \$93,550					
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 8 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS	\$3,420	PROGRAMMING IS FOR ENGINEERING ONLY. AS SUCH, NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	2012	RIV050501	Revised scope	
			REVISED: ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS						
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 AT NEWPORT RD IC IN SOUTHWEST RIV CNTY – WIDEN UNDER CROSSING ARTERIAL 4 TO 6 LANES FROM HAUN RD TO ANTELOPE RD & MODIFY RAMPS (PA&ED/PRE-DESIGN)	Existing: \$3,000	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$13,000,000 IDENTIFIED TUMF FUNDS OVER ORIGINAL FORECAST FROM 2004 RTP AND \$29,000,000 LOCAL DISCRETIONARY FUNDS.	2013	RIV050534	2006 RTP project previously not modeled – project to be included in regional modelling and conformity analysis	
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP V3: RIV CO STATE HWY PROJECTS, PG6: I-215/NEWPORT RD IC: RECON/WIDEN 4 TO 6 LNS (ANTELOPE-HAUN), ADD NEW NB/SB 2-LN LOOP ENTRY RAMPS, WIDEN SB ENTRY 2 TO 3 LNS, ADD HOV LN TO EXISTING NB/SB ENTRY RAMPS	Revised: \$45,000					

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS									*OTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
RV	HOV	I-215	I-215 ADD 1 HOV LANE EACH DIRECTION, NUEVO TO BOX SPRINGS	\$181,700	PROJECT COST FUNDED BY \$181,700,000 IN FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3H07A	New project		

SAN BERNARDINO COUNTY

I-215 Widening and Operational Improvements from I-10 to I-210

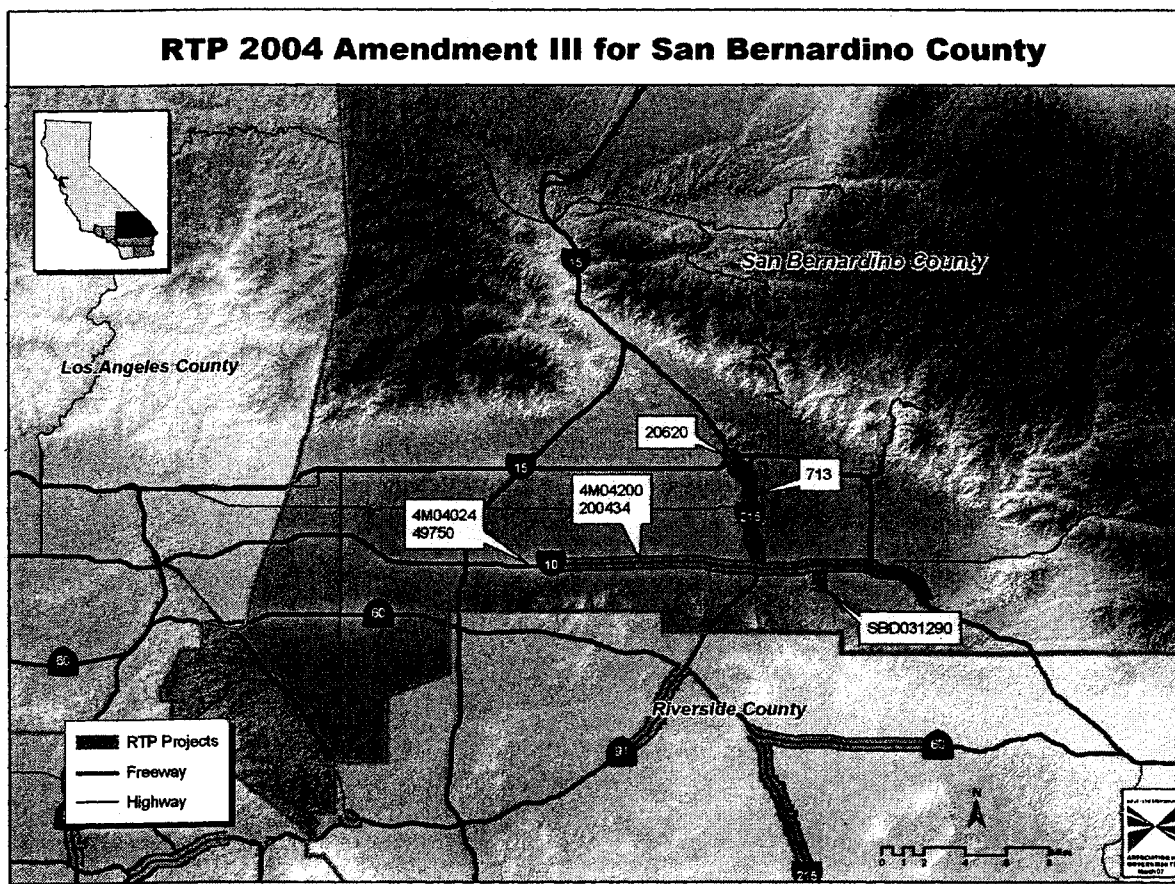
RTP/RTIP Project No. 713

Current Completion Date: 2010

Revised Completion Date: 2013

This project in San Bernardino County will add 1 HOV and 1 mixed flow lane in each direction on I-215 from I-10 to I-210. The project will also add operational improvements including auxiliary lanes and braided ramps. See *Map 4*.

Map 4: San Bernardino County Project Locations



VENTURA COUNTY

US-101 HOV Lanes from Mobil Pier Road to Casitas Pass Road

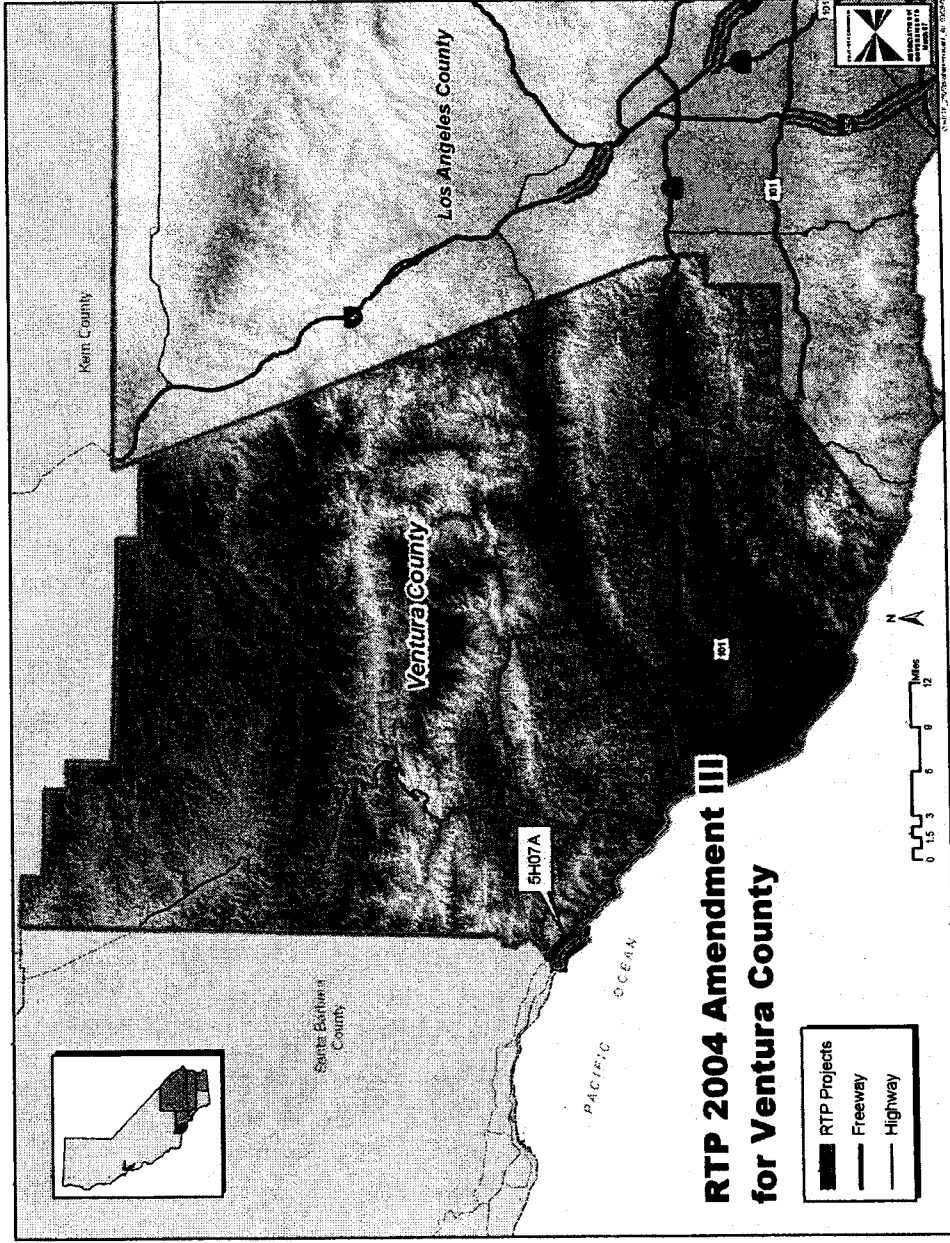
New Project

RTP/RTIP Project No. 5H07A
CTC Adopted CMIA Project

Completion Date: 2013

This project in Ventura County will add 1 HOV lane each direction on US-101 along with related improvements from Mobil Pier Road to Casitas Pass Rd in Santa Barbara Co. (PM R 39.8 to 2.4). See Map 5.

Map 5: Ventura County Project Location



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
May 3, 2007

2004 RTP AMENDMENT							
SAN BERNARDINO COUNTY PROJECTS							
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID
SB	Mixed Flow	I-10	ON I-10 IN REDLANDS AND YUCAIPA FROM FORD ST. OC TO LIVE OAK CANYON RD. CONSTRUCT 1 WB MIXED FLOW LANE	Existing: 33,000 Revised: 43,186	INCREASE IN PROJECT COST FUNDED BY \$26,500,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$16,314,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2011	4M04200 200434
SB	IC / Ramps	I-10	WIDEN EXIT RAMPS AND CONSTRUCT AUXILIARY LNS FOR CHERRY, CITRUS AND CEDAR IC'S	Existing: \$19,000 Revised: \$30,325	INCREASE IN PROJECT COST FUNDED BY \$19,233,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$7,908,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2010	4M04024 49750
SB	IC / Ramps	I-210	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO I-215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6-2)-210 CORR. W/ AUX LNS THROUGHOUT SEGS. 9-11. SEG.11 INCL CONNECTORS BETWEEN 210 & 215	Existing: 377,372 Revised: \$402,339	INCREASE IN PROJECT COST FUNDED BY \$22,000,000 CMIA ALLOCATION AND \$25,000,000 STIP AUGMENTATION ALLOCATION WHICH MAKES AVAILABLE \$22,033,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2009 Revised: 2010	20620
SB	Mixed Flow	I-215	I-215 CORRIDOR NORTH - IN SAN BERNARDINO FROM I-10 TO I-210 ADD 2 HOV LNS AND 2 WF LNS (1 EA DIR) AND OPERATIONAL IMPROVEMENTS INCL AUX LNS & BRAIDED RAMPS. AUX LN: NB/SB MILL TO 2 ND , NB RIALTO TO 5 TH , NB/SB 3 RD TO SR-259, NB/SB 5 TH TO BASELINE, NB SR-259 TO HIGHLAND AVE EXIT ON SR-259, SB BASELINE EXIT TO SR-CONNECTOR FROM SB I-210, FROM NB CONNECTOR TO SR-259 TO CONNECTOR TO WB I-210	Existing: \$576,833 Revised: \$682,381	INCREASE IN PROJECT COST FUNDED BY \$108,120,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$2,572,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2013	713
Reason for Amendment							
Project cost increase							
Project cost increase							
Project cost increase, schedule change							
Revised schedule, project cost increase							

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 – SAN BERNARDINO & VENTURA COUNTY PROJECTS

SAN BERNARDINO COUNTY PROJECTS										*CTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment			
SB	Arterial	Local	EXISTING TEXT (REFER TO 2006 RTP AMENDMENT 4): FROM MOUNTAIN VIEW AVENUE VAN LEUVAN TO PROSPECT WIDEN TWO EXISTING BRIDGES FROM 3 LANES TO 4 LANES	Existing: \$3,640	PROJECT COST INCREASE FUNDED BY IDENTIFIED HIGHWAY BRIDGE PROGRAM ALLOCATION FOR \$5,037,000 WHICH MAKES AVAILABLE \$2,697,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2006	SBD031290			Revised schedule, project cost increase	
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP AMENDMENT 4: MOUNTAIN VIEW AVE (VAN LEUVAN TO PROSPECT), WIDEN 2 EXISTING BRIDGES FROM 3 TO 4 LNS. PT 1: MT VIEW AVE. OVER UP RAILROAD & AMTRAK, 1.0 MI S/O I-10. PT 2: MT VIEW AVE. OVER SAN TIMOTEO CREEK, 0.9 MI S/O I-10. BRIDGE REHAB/WIDEN – FROM 3 TO 4 LNS	Revised: \$5,980		Revised: 2007					
VENTURA COUNTY PROJECTS											
VE	HOV	US-101	ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC NEAR MUSSEL SHOALS IN VENTURA CO. TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.4). EXTEND ON AND OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCELERATION AND DECELERATION, BUT KEEP AS SINGLE LANES. CLOSE THE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR THE COMMUNITIES OF LA CONCHITA AND MUSSEL SHOALS. EXPRESSWAY WILL REMAIN AN EXPRESSWAY BECAUSE THE EXISTING VEHICLE PARKING AND BIKE LANE LOCATED ON SOUTHBOUND HIGHWAY 101 WITHIN THE PROJECT SEGMENT WILL REMAIN.	\$77,240	PROJECT COST FUNDED BY \$67,107,000 CMA ALLOCATION AND \$10,133,000 2006 ITIP AUGMENTATION ALLOCATION.	2013	5H07A	New project			



FISCAL IMPACT

The 2004 RTP Amendment includes both changes to existing projects as well as the addition of new projects. The fiscal impact of each individual project is discussed in the above summary tables under the fiscal impact column for each respective county.

The increase in project cost totals \$2.8 billion, which is broken down by county in the table below (first row). This increase is being funded by the identified sources which are in addition to 2004 RTP forecasted revenues, also broken down by county in the table below. Please note that in some cases identified funding was greater than the total cost increase for certain counties (see last row in table below).

(Amounts in \$1,000's)	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG Region
Total Cost Increase	\$1,495,778	\$505,705	\$601,075	\$154,366	\$77,240	\$2,834,164
Sources:						
CMIA Allocation Funding	\$1,190,000	\$383,526	\$195,768	\$175,853	\$67,107	\$2,012,254
Other Federal Funding	\$1,996	\$45,461	\$0	\$5,037	\$0	\$52,494
2006 STIP Augmentation Allocation Funding	\$116,260	\$74,219	\$58,471	\$25,000	\$0	\$273,950
2006 ITIP Augmentation Allocation Funding	\$1,500	\$0	\$0	\$0	\$10,133	\$11,633
Local City Discretionary Funding	\$99	\$15,839	\$80,000	\$0	\$0	\$95,938
TUMF Funding	\$0	\$0	\$21,500	\$0	\$0	\$21,500
Private Funding	\$6,200	\$0	\$0	\$0	\$0	\$6,200
County Sales Tax Funding	\$108,921	\$100,900	\$352,829	\$0	\$0	\$562,650
Future CTC Commitment Funding	<u>\$71,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$71,000</u>
Funding Surplus	\$198	\$114,240	\$107,493	\$51,524	\$0	\$273,455

Based on review of the funding considerations for each project documented herein, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained.



TRANSPORTATION CONFORMITY

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the State Implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the 2004 RTP/2006 RTIP Amendments' approval and conformity finding by the Regional Council. This includes interagency consultation, release of the draft document for public review and comment, responses to comments, and a public meeting of the Regional Council prior to final action.

The findings of the conformity determination for the 2004 RTP/2006 RTIP Amendments are presented below. Details of the regional emissions analysis and timely implementation of transportation control measures (TCMs) which support the conformity determination follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2004 RTP/2006 RTIP Amendments are as follows:

✓ Consistency with 2004 RTP / 2006 RTIP Test

Statement of Fact: Inclusion of the amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Statement of Fact: Inclusion of the amendments in the 2006 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 2, 2006.

Finding: The 2004 RTP/2006 RTIP Amendments are consistent with the 2004 RTP and 2006 RTIP, and meet all federal and state requirements and regulations.

✓ Regional Emissions Test

Finding: The Amended 2004 RTP/ 2006 RTIP regional emissions for ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin and Ventura County portion of South Central Coast Air Basin.



Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM10 and precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM2.5 and NOx precursor are less than the base year (2002) for the 24-hour and the annual standards in the in the South Coast Air Basin.

✓ **Timely Implementation of TCMs Test**

Finding: The past obstacles to timely implementation of two TCMs identified in the amendments have been described and overcome, and all state and local agencies with influence over approvals or funding are giving maximum priority to approval or funding of these TCMs.

✓ **Financial Constraint Test**

Finding: All projects listed in the 2004 RTP and 2006 RTIP, including the proposed amendments, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2004 RTP/2006 RTIP Amendments complies with all federal and state requirements for interagency consultation and public involvement. SCAG has consulted with the respective transportation and air quality planning agencies. The proposed RTP/RTIP Amendment was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on 4 occasions (January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007). In addition, the 2004 RTP/2006RTIP Amendment has been released for a 30 day public comment period.

Regional Emissions Analysis

The SCAG region is comprised of the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, the Mojave Desert Air Basin, and Salton Sea Air Basin. Except for one project amendment located in Ventura, all of the proposed projects included in this RTP/RTIP amendment are located within the South Coast Air Basin. Emissions changes in the Mojave Desert and Salton Sea Air Basins due to the proposed amendment are negligible and not included in this report.

South Coast Air Basin

OZONE (Summer [tons per day])				
ROG	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	213	151	107	73
BUDGET	216	155	155	155
NOx	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	453	349	184	121
BUDGET	464	352	352	352

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)			
(Annual Average [tons per year])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	189	106	73
BUDGET	251	251	251
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BUDGET	549	549	549
PM10	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	156	152	152
BUDGET	166	166	166

NITROGEN DIOXIDE (NO2) (Winter [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	448	206	133
BUDGET	686	686	686



CARBON MONOXIDE (CO) (Winter [tons per day])			
CO	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	1,805	859	530
BUDGET	3,361	3,361	3,361

PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5) (Annual Average [tons per year])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	15,2388	70,399	45,909
BASE YEAR (2002)	260,650	260,650	260,650
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	4,541	4,402	4,628
BASE YEAR (2002)	4,844	4,844	4,844
PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5) (24-Hour [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BASE YEAR (2002)	714	714	714
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	12.4	12.1	12.7
BASE YEAR (2002)	13.3	13.3	13.3

Ventura County Portion of the South Central Coast Air Basin

OZONE (Summer [tons per day])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	10.7	6.2	4.2
BUDGET	14.3	14.3	14.3
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	15.1	6.8	4.4
BUDGET	21.4	21.4	21.4



Timely Implementation of TCMs

Pursuant to the conformity rule Section 93.113(c)(1), if a TCM is behind the schedule established in the applicable implementation plan, the MPO and DOT must determine that past obstacles to implementation of the TCM have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control.

The 2004 RTP/ 2006 RTIP Amendments include revised schedules for two TCM projects as shown in the following table.

Project ID	Description	Schedule Change
LA000358	Route 5 from Route 134 to Route 170 - HOV lanes (8 to 10 lanes)	From 2010 to 2011
713 (San Bernardino)	I-215 Corridor North from Route 10 to Route 215 - add 2 HOV lanes and 2 mixed flow lanes (one in each direction) and operational improvements including auxiliary lanes and braided ramps	From 2010 to 2013

The major obstacles and steps to overcome the delays are described below.

Route 5 (ID# LA000358)

- On September 29, 2006, Governor Schwarzenegger signed into law SB 1210 Eminent Domain, which became effective January 1, 2007. SB 1210, authored by Senator Tom Torlakson (D-Antioch), changes certain processes that relate to the taking of property by eminent domain. Specifically, this bill:
 - Prevents issuance of a pre-judgment order of possession without prior notice and an opportunity to respond for the property owner or occupants.
 - Requires an entity seeking to take property by eminent domain to offer to pay the property owner's reasonable costs in ordering an independent appraisal of the property.
 - Defines litigation expenses to include reasonable attorney's fees and reasonable expert witness and appraiser fees.
 - Prohibits a redevelopment agency from exercising eminent domain over 12 years after adoption of the redevelopment plan, unless "substantial blight" exists that cannot be eliminated without eminent domain.
- Caltrans uses the power of eminent domain to acquire rights-of-way for transportation projects. As a result of the passage of SB 1210, the proposed project will not meet its originally scheduled completion date of 2010. Additional time is required for right-of-way acquisition.
- The expected construction start date is spring 2009. The completion date of the proposed project is being delayed one year, from 2010 to 2011.
- To date, the project is fully funded.



I-215 Corridor (ID# 713)

- In 2001, after preliminary engineering (30%-35% designed) and a Record of Decision issued by FHWA, the project went through a Value Analysis Study which was finalized later that same year. Recommendations from the Value Analysis study included a substantial redesign of the entire corridor but with specific attention to all of the local interchanges. As originally designed, a collector-distributor road system was to be utilized to accommodate the increase in volume at local interchanges that would result from increasing the freeway capacity from a total of three lanes in each direction to five lanes each direction. The collector-distributor design required substantial right-of-way acquisition, and the Value Analysis study recommended using a different design concept at local interchanges known as "braid-split" interchanges. This was considered to be a substantial enough design change to warrant an Environmental Reevaluation of the approved 2001 environmental document.
- The Environmental Reevaluation process required additional traffic analysis, a modified access report, community meetings, coordination with local stakeholders, and numerous discussions with both Caltrans and FHWA staff. During the Environmental Reevaluation process and due in part to the additional traffic analysis, it was concluded that rather than proceeding with a two-phase widening which would first add only the HOV lane in each direction and then later add a mixed flow lane in each direction, the Environmental Reevaluation should reflect the ultimate widening. The Environmental Reevaluation was finalized by Caltrans in November 2005 and approved by FHWA in December 2005.
- Right-of-way acquisition has proceeded on approximately 30 core parcels during the Environmental Reevaluation process; however, SANBAG/Caltrans were not permitted to proceed on nearly 200 other parcels until the Environmental Reevaluation was approved. With the approval of the Environmental Reevaluation, Caltrans is again acquiring parcels, but due to the initial delay and also to changes in State law related to parcel acquisition, the original ROW acquisition schedule has not been met.
- Assuming Caltrans meets the agreed upon right-of-way delivery dates, it is anticipated this freeway reconstruction project will begin construction by the end of 2008 with completion in late 2012.
- The project is fully funded from available revenue sources.



ADDENDUM TO THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

INTRODUCTION

This document is an Addendum to the Final Program Environmental Impact Report ("PEIR") for the 2004 Regional Transportation Plan ("RTP" or "Plan"), prepared and certified by the Southern California Association of Governments ("SCAG") on April 1, 2004.³ To date, there have been two project amendments and one Administrative Amendment to the 2004 RTP. The first amendment, which was adopted on February 2, 2006, involved the substitution of the CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of four replacement projects, which included a bus rapid transit line, a local transit shuttle, Metrolink service improvements, and free HOV 3+ on the SR-91 Express lanes. Additionally, this involved revisions in the scope and schedule of the SR-241/Foothill South toll road extension. A second amendment, which was adopted on July 27, 2006, was requested by Omnitrans to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County.

An Administrative Amendment (Gap Analysis), was prepared to bring the 2004 RTP into compliance with the planning requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). The Administrative Amendment was adopted by SCAG's Regional Council on March 1, 2007 and is currently awaiting certification by the Federal Highway Administration (FHWA).

This current RTP Amendment addresses projects proposed to be added to the RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B is the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds focusing on improving mobility, connectivity and safety on major California highways. SCAG sent out a Notice of Intent to Amend the 2004 RTP on December 12, 2006 to all of the county transportation commissions and Caltrans districts with jurisdictions that fall within the six-county SCAG region.

The scope of this proposed RTP Amendment focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region in its meeting held February 28, 2007. This RTP Amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP). The projects included in this amendment are either new (projects that are not included in the existing 2004 RTP) or revised (projects which appear in the existing 2004 RTP) and reflect changes to their scopes, schedules, costs, and/or any combination of the changes. These projects have been included at the request of Caltrans and a number of the county transportation commissions in the SCAG region. The county-by-

³ The Final 2004 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2003061075) ("Final PEIR" or "2004 PEIR") is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTPpeir2004/draft/2004/responsecomments.htm>



county summary tables presented in the *Project Descriptions* section of this document provide a full description of the Amendment changes. This RTP Amendment must be certified before the July 1, 2007 deadline for SAFETEA-LU compliance in order to allow the CMIA projects to proceed towards implementation.

As the Lead Agency under the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final PEIR for the 2004 RTP to evaluate the potential environmental impacts associated with implementation of the 2004 RTP. The purpose of the 2004 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2004 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP. The 2004 PEIR focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).⁴ As such, the 2004 PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

The 2004 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. It includes both specific projects and strategies that address transportation and potential growth patterns. Although the 2004 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2004 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

BASIS FOR THE ADDENDUM

This proposed RTP Amendment requires the preparation of an Addendum to the 2004 PEIR for the 2004 RTP. When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.

⁴ Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)



- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. Moreover, no changes to the mitigation measures contained in the 2004 PEIR are being proposed so as to trigger additional review regarding such measures. The conditions described in CEQA section 15162 subdivision (a) have not occurred. SCAG has assessed the additional projects at the programmatic level,



and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the addition of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

PROJECT DESCRIPTION

Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. As aforementioned, the purpose of this RTP Amendment is to incorporate those projects identified in the CMIA program and other non-CMIA projects seeking to take advantage of new funding opportunities or projects that require changes in their project scope, schedule, and/or funding. In addition to those, SCAG received amendment requests from Caltrans, the region's county transportation commissions, and other stakeholders. A comprehensive list of the projects can be found in this 2004 RTP Amendment Summary Table 1: Los Angeles County Projects; Summary Table 2: Orange County Projects; Summary Table 3: Riverside County Projects; Summary Table 4: San Bernardino and Ventura County.

The intention of this Addendum is to analyze any potential changes to the environmental impacts of the 2004 RTP that could occur as a result of the addition of (and changes to) those priority projects identified by the CTCs at their February 28, 2007 meeting. The following are the projects to be included in this Amendment to the RTP:

- (1) **New Projects** – These projects are projects that were not included in the 2004 RTP and are being added to the existing 2004 RTP.
- (2) **Revised Projects** – These projects appear in the existing 2004 RTP. They are projects being included in this RTP Amendment due to revisions to their project scopes, schedules, and/or funding.

ANALYSIS OF IMPACTS

The addition of the projects identified in this current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. The 2004 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2004 RTP. Although the new projects identified in the current Amendment were not identified in the 2004 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2004 PEIR are proposed. SCAG has determined that the addition of the projects identified above would result in impacts that would fall within the range of impacts identified in the 2004 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2004 PEIR



are anticipated to result from the inclusion of the proposed projects identified in this current RTP Amendment.

AESTHETICS AND VIEWS

The 2004 RTP and PEIR included analysis at the programmatic level of various types of projects, including new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and Maglev. Expected significant impacts would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (pp. 3.6-10 – 3.6-22).

The proposed projects identified in this Amendment are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2004 PEIR. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

AIR QUALITY

The proposed projects identified in this Amendment are not expected to cause additional significant regional air quality impacts. The 2004 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP. A conformity analysis prepared for the 2004 PEIR demonstrated that the 2004 RTP conforms to federal and state requirements, therefore having a less than significant impact on cumulative regional air quality (pp 3.4-25 – 3.4-44).

The regional emissions analysis performed for this RTP Amendment determined projects identified in this current Amendment would not result in an increase of established emissions budgets within the South Coast Air Basin. The incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.

BIOLOGICAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on biological resources. The 2004 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, encroachment of non-native species, water diversion and degradation, and other human activities, such as off-road vehicle activity (pp 3.7-20 – 3 7-33).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency. The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from the proposed projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2004 PEIR.



CULTURAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on cultural resources. The 2004 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (pp. 3.8-16 - 3.8-25).

Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

ENERGY

The proposed projects identified in this Amendment are not expected to cause significant energy impacts beyond those identified in the 2004 PEIR. The 2004 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Three main areas of impact have been identified: energy demands for construction and expansion of the regional transportation system; energy demands for operation of the regional transportation system as of 2030; and the cumulative impacts of growing energy demand associated with implementation of the 2004 RTP (pp. 3.11-12 – 3.11-16).

The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

GEOLOGY, SOILS, AND SEISMICITY

Potential impacts on geology, soils, and seismicity resulting from the proposed projects identified in this current Amendment are consistent with the findings of the 2004 PEIR. The 2004 RTP identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, liquefaction, and landsliding. However, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (pp. 3.9-16-3.9-22).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

HAZARDOUS MATERIALS

Potential impacts on hazardous materials from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The significant impacts include risk of accidental releases due to an increase in the transportation of



hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2004 RTP (pp. 3.10-7 – 3.10-12).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

LAND USE

Potential impacts to land use that could result from the proposed projects analyzed in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR analyzed potential impacts of the 2004 RTP on land use consistency and compatibility. The 2004 PEIR concluded that the RTP would result in significant impacts regarding the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and inconsistencies with general plans (pp. 3.1-11- 3.1-19).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

NOISE

Potential noise impacts from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR for noise. The projects could potentially cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (pp. 3.5-14 – 3.5-28). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2004 PEIR.

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

POPULATION, HOUSING AND EMPLOYMENT

Potential impacts to population, housing, and employment from the projects identified in this Amendment would be consistent with the findings for the 2004 PEIR. The 2004 PEIR found significant impacts would occur in the areas of growth distribution in vacant areas, displacement, community disruption, and a change in the regional growth pattern. The projects identified in this Amendment would result in relatively minor impacts to overall region-wide population, housing, and employment (pp. 3.2-10 – 3.2-17).

These impacts are within the range of impacts assessed at the programmatic level in the 2004 PEIR. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.



PUBLIC SERVICES AND UTILITIES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR for public services and utilities of the 2004 PEIR. Anticipated significant cumulative impacts included demand for more police, fire, and emergency personnel and facilities, demand for more school facilities and teachers, an increase in households in areas subject to wildfires, and demand for additional solid waste services (pp. 3.13-9 – 3.13-20).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the RTP with the addition of the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

TRANSPORTATION

The addition of proposed projects identified in this Amendment to the 2004 RTP is not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2004 PEIR. The 2004 PEIR utilized data from the 2030 transportation model output to present a regional analysis for the impacts of the 2004 RTP on transportation. The 2004 PEIR identifies four significant impacts from implementation of the RTP: increased Vehicle Miles Traveled (VMT); higher average delay; increased heavy duty truck delay; and a cumulatively considerable impact on counties outside the SCAG region (pp. 3.3-21 – 3.3-28).

Analysis in the 2004 PEIR adequately addressed impacts that could result from this RTP Amendment at the program level. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

WATER RESOURCES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR on water resources. The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (pp. 3.12-22 – 3.12-38).

The analysis in the 2004 PEIR adequately addresses region-wide impacts at the program level that could result from the 2004 RTP with the addition of projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.



COMPARISON OF ALTERNATIVES

The proposed projects identified in this Amendment would not significantly affect the comparison of alternatives in the 2004 PEIR. This current Amendment to the 2004 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project; 2) Modified 2001 RTP Alternative; 3) The PILUT 1 (Infill) Alternative; and 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR would not be significantly affected by the inclusion of the projects identified in this RTP Amendment. Therefore, no further comparison is required at the programmatic level.

LONG TERM EFFECTS

The addition of proposed projects identified in this Amendment to the 2004 RTP would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of the projects identified in this RTP Amendment are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR (pp. 5-1 – 5-14). Overall, the proposed projects analyzed in this Amendment are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed RTP Amendment is consistent with the findings on long-term effects in the 2004 PEIR.

CONCLUSION

After completing a programmatic environmental assessment of the proposed changes to the 2004 RTP that would result from the current Amendment, SCAG finds that adoption of the proposed projects identified in this Amendment to the 2004 PEIR would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, are not substantial changes in the context of the region which would require major revisions to the programmatic, region-wide analysis presented in the 2004 PEIR.

Further, SCAG finds that the proposed projects do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the proposed projects identified in this Amendment at the programmatic level, and finds that inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP. Therefore, a subsequent or supplemental EIR is not required and this Addendum to the 2004 PEIR fulfills the requirements of CEQA.



PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at www.scag.ca.gov by May 3, 2007, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG and at public libraries throughout the region (the listing of libraries will be provided on the SCAG website). Written comments will be accepted until 5:00pm June 4, 2007 and should be directed to:

Shawn Kuk
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

or to: kuk@scag.ca.gov

A public hearing will be held at SCAG from 9:00am to 10:00pm on May 9, 2007. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Regional Council (RC) is scheduled to consider approving the Draft Amendment on June 7, 2007. The final Amendment will be sent to the appropriate state and federal agencies for their approval.

In addition, SCAG has fully coordinated this amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff has provided periodic reports regarding this amendment to the Transportation Conformity Working Group (TCWG), the Subregional Coordinators, as well as the Plans and Programs Technical Advisory Committee (P&P TAC) on several occasions. Staff also presented a status report on the Amendment to the Transportation and Communications Committee (TCC) on April 5, 2007. The Final Amendment will be presented to the RC on June 7, 2007 as noted above.



CONCLUSION

This Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2004 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this amendment allowing all concerned parties, stakeholders and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment #3 to the 2004 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



ATTACHMENT A

CTC ADOPTED CMIA PROGRAM



CMIA ADOPTED PROGRAM OF PROJECTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)														
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value	Approp + Value	Deliv + Approp + Value
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	9/2007	73,626	64,000	58,000	0	64,000	5	4	5	9	14
	San Diego	15	Managed lanes, Rte 163 to Rte 56	6/2008	431,324	350,000	350,000	350,000	0	5	4	5	9	14
	San Diego	15	Managed lanes, Mira Mesa access ramp	4/2008	50,000	50,000	50,000	0	50,000	5	4	5	9	14
	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV	10/2010	327,000	327,000	289,000	0	327,000	3	4	5	9	12
	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV	10/2010	92,000	92,000	77,000	0	92,000	3	4	5	9	12
	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV	10/2010	158,000	158,000	126,000	0	158,000	3	4	5	9	12
	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV	12/2010	148,000	148,000	121,000	0	148,000	2.9	4	5	9	11.9
	San Diego	805	2 SB aux lanes, E Street to SR-54	9/2008	19,445	19,445	16,900	0	19,445	5	3	3	6	11
	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	8/2010	94,000	82,000	80,000	82,000	0	3	3	4	7	10
	San Diego	805	HOV lanes, Palomar-SR 94	11/2011	330,555	330,555	282,100	0	330,555	2	4	2	6	8
San Diego	5	N Coast Corridor, Stage 1E, Genesee Av interchange	9/2011	78,000	78,000	64,000	0	78,000	2	1	3	4	6	
			Subtotal, San Diego					432,000						
Southern California	Imperial	78	Brawley Bypass, Stage 3	10/2008	56,130	46,130	39,337	0	46,130	5	3	3	6	11
			Subtotal, Imperial					0						
Southern California	Los Angeles	405	Northbound HOV lanes, Rt 10 to Rt 101 (design-build)	4/2009	950,000	730,000	778,000	730,000	0	4	5	2	7	11
Southern California	Los Angeles	5	HOV lanes, Ora Co Line-Route 605	8/2010	1,155,285	387,000	610,043	387,000	0	3	5	2	7	10
Southern California	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	5/2011	173,500	173,500	139,000	0	173,500	2.5	4	3.1	7.1	9.6
Southern California	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	5/2011	191,500	191,500	167,500	0	191,500	2.5	4	2	6	8.5
Southern California	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170	11/2008	606,000	73,000	310,000	73,000	0	3	3	2	5	8
Southern California	Los Angeles	138	Widen to 4 lanes, 175th St to Largo Vista Rd	9/2009	33,588	15,818	26,236	0	15,818	4	2	1	3	7
Southern California	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18	9/2009	104,034	95,182	89,205	0	95,182	4	1.5	1	2.5	6.5
Southern California	Los Angeles	10	I-10/605 transition connector	8/2011	70,460	70,460	58,460	0	70,460	2	2	2	4	6
			Subtotal, Los Angeles					1,190,000						
Southern California	Orange/Riverside	91	EB auxiliary lane, Rte 241 to Rte 71	8/2009	80,500	73,800	71,440	71,440	2,360	4	4.5	5	9.5	13.5
Southern California	Orange	22	HOV Connector, Rte 22/405 and 405/605	3/2010	400,000	200,000	345,500	200,000	0	3.5	4	5	9	12.5
Southern California	Orange	57	Widen NB, Rte 91 to Lambert Rd.	6/2010	140,000	70,000	124,548	70,000	0	3	3	3.5	6.5	9.5
Southern California	Orange	57	Widen NB, Katella Ave to Lincoln Ave	5/2011	41,086	20,086	34,692	20,086	0	2	3	4.1	7.1	9.1
Southern California	Orange	91	Add lanes, SR 55 to Gypsum	2/2012	96,000	48,000	78,950	22,000	26,000	1	3	4.5	7.5	8.5
Southern California	Orange	5	Gene Autry Wy transitway interchange	9/2009	57,729	17,500	23,583	0	17,500	3	1	4	5	8
Southern California	Orange	91	WB auxiliary lane, Rte 55 to Tustin	12/2011	95,000	47,500	81,493	0	47,500	1.5	3	2	5	6.5
Southern California	Orange	91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	4/2012	72,000	36,000	58,000	0	36,000	1	2	3.5	5.5	6.5
Southern California	Orange	57	NB lane, Lambert Rd. to L.A. Co. line	5/2012	156,670	111,670	136,290	0	111,670	1	3	1.5	4.5	5.5
Southern California	Orange	5	I-5/Rte 74 Interchange	9/2011	75,000	38,000	32,775	0	38,000	1	1	1	2	3
			Subtotal, Orange					383,526						
Southern California	Riverside	215	Widen, I-15 to Scott Road	11/2010	62,321	62,321	55,100	38,570	23,751	3	4	4.5	8.5	11.5
Southern California	Riverside	91	HOV lanes, Adams St to 60th/1215 interchange	6/2011	232,777	157,198	191,744	157,198	0	2.5	4	3.5	7.5	10
Southern California	Riverside	91	Route 71/91 interchange and connectors	7/2012	99,014	99,014	87,129	0	99,014	1	3.5	4.1	7.6	8.6
Southern California	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd	10/2011	172,730	172,730	149,895	0	172,730	2	2	4.1	6.1	8.1
Southern California	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.	6/2011	181,700	181,700	144,700	0	181,700	2	3	3.1	6.1	8.1
Southern California	Riverside	15	Widening, Bundy Canyon Rd to Rte 215	3/2011	109,801	109,801	97,325	0	109,801	1.5	2	2.5	4.5	6
Southern California	Riverside	15	French Valley Pkwy, new interchange	2/2010	140,846	31,545	97,591	0	31,545	3	0	0	0	3
			Subtotal, Riverside					195,768						

CMIA ADOPTED PROGRAM OF PROJECTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp + Value
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segments 1 & 2	8/2008	430,341	49,120	337,218	49,120	0	5	4	7
Southern California	San Bernardino	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	6/2009	30,325	30,325	27,476	19,233	11,092	4	3	8
Southern California	San Bernardino	10	WB mixed flow lane, Live Oak Cyn to Ford St	2/2010	43,186	38,186	37,857	26,500	11,686	3.5	4	7
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	11/2010	64,875	59,000	59,000	59,000	0	3	4	7
Southern California	San Bernardino	215	Route 210/215 connectors	3/2009	96,204	22,000	79,967	22,000	0	4	3	5
Southern California	San Bernardino	10	Bridge widenings (HOV phase 1)	3/2011	149,288	107,931	126,900	0	107,931	4	2.5	5
Southern California	San Bernardino	15	Widening, Victorville to Barstow	9/2010	136,481	46,432	108,926	0	46,432	3	2	3
Southern California	San Bernardino	58	Hinkley 4-lane expressway	5/2012	149,828	130,400	130,400	0	130,400	1	4	5
Southern California	San Bernardino	15	2 new interchanges, Victorville	6/2011	134,086	44,352	86,795	0	44,352	2	1	2
			Subtotal, San Bernardino					175,853				
Eastern Sierra	Inyo	395	Olancho and Cartago Expressway	9/2012	107,600	59,000	82,008	0	59,000	1	4	5
			Subtotal, Eastern Sierra					0				
Central Coast	San Luis Obispo	101	Operational improvements phase 1b	1/2008	12,631	5,432	10,097	0	5,432	5	1	6
Central Coast	Santa Barbara	101	Widening & ITS: Milpas to Cabrillo Hot Springs	1/2008	83,482	28,613	62,695	0	28,613	5	2	5
Central Coast	San Luis Obispo	46	4-lane expway, Genesee to Almond (Whitley 1)	7/2010	105,000	67,742	87,000	67,742	0	3	4	6
Central Coast	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Casitas Pass Rd	2/2011	151,470	151,470	131,600	131,600	19,870	2	4	8
Central Coast	San Luis Obispo	46	Corridor improvements (Whitley 2)	7/2010	110,000	94,000	94,000	0	94,000	3	4	5
Central Coast	San Luis Obispo	101	Santa Maria River Bridge widening	3/2010	64,590	58,540	59,040	0	58,540	3.5	3	4.5
Central Coast	Santa Barbara	101	HOV lanes, Casitas Pass Rd to Milpas St	7/2017	624,300	12,600	591,000	0	12,600	0	0	0
			Subtotal, Central Coast (South)					199,342				
San Joaquin Valley	Tulare	198	4 lane expressway, Rt 43 to Rt 99 (South)	8/2009	39,797	28,640	33,615	22,912	5,728	4	3	3.5
San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	7/2010	94,195	49,900	83,420	45,000	4,900	3	3	1.6
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)	12/2011	133,084	129,278	109,005	0	129,278	2	4	5
San Joaquin Valley	Kern	58	Widen fwy to 6 lanes, Rt 99 to Cottonwood Rd	8/2012	62,300	62,300	55,800	0	62,300	0.5	2	3
San Joaquin Valley	Kern	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99	3/2011	41,742	20,871	32,656	0	20,871	2	2	1
San Joaquin Valley	Tulare	99	Tagus-Goshen 6-lane (Ave 264 to Goshen)	12/2011	110,200	96,800	95,300	0	96,800	2	2	3
San Joaquin Valley	Kern	178	Widen to 4 lanes, Rte 184 to Miramonte Drive	12/2011	10,508	8,166	7,016	0	8,166	1	1	2
			Subtotal, San Joaquin (South)					67,912				
			Total Recommended Projects, South					2,644,401				
			Reserve for bond administration					54,000				
			Reserve for traffic management system projects					0				
			Total Recommended, South					2,698,401				
			Total Bond Capacity, South					2,700,000				
			Under (Over) Capacity					1,599				

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp + Value
Central Coast	Monterey	1	12-lane expressway, Salinas Rd interchange	7/2009	48,533	37,061	37,061	37,061	0	4	3.1	5
Central Coast	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	6/2010	21,964	16,190	16,190	16,190	0	3	3	4
Central Coast	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.	9/2010	17,973	17,973	13,592	0	17,973	3	3	7
Central Coast	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter	9/2010	21,389	21,389	15,595	0	21,389	3	3	6
Central Coast	Monterey	101	Freeway conversion, San Juan Rd interchange	12/2011	77,100	50,800	50,800	0	50,800	2	4	2
Central Coast	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	10/2010	66,356	37,987	43,923	0	37,987	3	4	1
Central Coast	Monterey	156	Rte 156 Corridor west phase 1	5/2012	179,400	166,700	91,000	0	166,700	1	4	5
			Subtotal, Central Coast (North)					53,251				
San Joaquin Valley	Kings	198	4 lane expressway, Rt 43 to Rt 99 (North)	8/2009	84,570	60,860	71,432	48,688	12,172	4	3	3.5
San Joaquin Valley	San Joaquin	5	HOV lanes, North Stockton	11/2010	333,000	225,000	300,810	0	225,000	3	4	3
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	9/2007	49,800	14,760	15,000	14,760	0	5	2.5	1.5
San Joaquin Valley	Tuolumne	108	East Sonora Bypass, Stage 2	7/2010	51,928	17,233	30,500	17,233	0	3	4.5	1
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108	12/2009	50,500	18,813	29,500	18,813	0	3.5	2.5	1.5
San Joaquin Valley	Calaveras	4	Angels Camp Bypass	6/2007	60,201	4,438	35,598	4,438	0	5	2.5	0
San Joaquin Valley	Fresno	180	Braided ramps between Rte 41 & Rte 168	10/2012	45,000	30,000	39,000	0	30,000	0.5	3	3.5
San Joaquin Valley	Fresno	180	Expressway, Academy to Trimmer Springs	7/2010	64,503	45,200	45,200	0	45,200	3	3.5	0.5
San Joaquin Valley	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	12/2012	67,300	44,800	54,300	0	44,800	0.5	2	3.5
San Joaquin Valley	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	5/2010	51,560	25,000	45,517	25,000	0	2	1	3
San Joaquin Valley	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)	9/2011	75,957	46,500	46,500	0	46,500	2	3.5	0
San Joaquin Valley	Amador		Sutter Hill Regional Transit Center	8/2007	3,205	1,450	3,205	0	1,450	5	0	0
San Joaquin Valley	San Joaquin	99	South Stockton widening & ops improvement	7/2011	244,000	50,000	163,000	0	50,000	2	1	1
San Joaquin Valley	Kings	198	19th Ave. interchange, freeway conversion	3/2013	31,019	27,770	24,770	0	27,770	0	2.5	1
San Joaquin Valley	Fresno	41	Divisadero to Shields 8 lane	9/2013	95,000	95,000	82,600	0	95,000	0	2	1
			Subtotal, San Joaquin Valley (North)					128,932				
S.F. Bay Area	Alameda/Contra Costa	80	Integrated twy/focal rd mgmt, Carquinez-Bay Bridge	7/2009	87,700	63,400	76,100	55,300	8,100	4	5	5
S.F. Bay Area	Santa Clara	880	SB HOV Extension, SR 237 to US 101	12/2010	142,700	127,700	71,600	71,600	56,100	3	4	5
S.F. Bay Area	Sonoma	101	HOV lanes, Wilfred Av-Santa Rosa Av	12/2008	85,440	44,800	69,100	44,800	0	4.5	4	3.5
S.F. Bay Area	Santa Clara	101	Widening, Yerba Buena to I-280/I-680	3/2010	104,220	30,000	90,400	30,000	0	3.5	4	4
S.F. Bay Area	Alameda	580	EB HOV Lane, Hacienda to Greenville	2/2008	153,700	95,700	139,700	72,200	23,500	5	4	2.5
S.F. Bay Area	Contra Costa/Alameda	24	Caldecott Tunnel - 4th Bore	6/2009	420,000	175,000	375,900	175,000	0	4	4.1	3
S.F. Bay Area	Sonoma	101	HOV lanes, Railroad Av-Rohnert Park Expwy	4/2009	110,250	42,848	86,300	42,848	0	4	4	3
S.F. Bay Area	Solano	80	HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek)	6/2008	80,000	56,210	71,000	56,210	0	5	3.1	2.5
S.F. Bay Area	Sonoma	101	HOV lanes, Steele-Windsor River (North Ph A)	9/2008	121,360	68,360	103,200	68,360	0	5	3.1	2.5
S.F. Bay Area	San Mateo	101	Aux lanes, Embarcadero-Marsh Rd	4/2011	169,018	102,168	91,539	60,000	42,168	2.5	3	4.5
S.F. Bay Area	Napa/Solano	12	Jamesson Canyon widening, phase 1	9/2010	139,500	102,100	105,700	73,980	28,110	3	3.5	3.5
S.F. Bay Area	Marin	101	Marin-Sonoma Narrows Seg. A (Novato)	12/2010	30,000	30,000	23,800	82,400	(52,400)	3	4	3
S.F. Bay Area	Marin	101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	0	3	2	5
S.F. Bay Area	Contra Costa	4	Widening, Somerville to Rte 160	11/2009	335,000	85,000	188,000	85,000	0	4	3	2.5
S.F. Bay Area	Marin/Sonoma	101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	12/2011	349,000	180,000	255,200	0	180,000	1.5	4.1	3.5
S.F. Bay Area	Alameda	880	SB HOV lane, Marina-Hegenberger	10/2011	108,000	108,000	94,600	94,600	13,400	2	4	3
S.F. Bay Area	Alameda	580	WB HOV Lane, Greenville to Foothill	7/2008	153,000	68,000	102,800	68,000	0	5	1.5	2.5
S.F. Bay Area	Alameda	580	WB HOV Lane: Greenville to Foothill	8/2011	126,300	101,700	112,300	101,700	0	2	4	2.5
S.F. Bay Area	Contra Costa	680	Extend NB HOV, North Main St. to SR 242	9/2011	21,000	10,500	16,800	0	10,500	2	3	3
S.F. Bay Area	Santa Clara	101	Aux lanes, Rte 85-Embarcadero	6/2011	102,258	92,258	84,930	84,930	7,328	2	3	2
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)	11/2009	50,500	32,500	42,000	0	32,500	4	2	0.5
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	7/2012	128,000	108,000	103,600	0	108,000	1	4	1
S.F. Bay Area	Solano	80	Route 80/680/12 interchange reconstruction	12/2011	243,412	93,790	167,467	0	93,790	2	2	2
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk, Winchester	7/2010	70,000	50,000	57,000	0	50,000	3	2	1
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	8/2010	810,000	175,000	718,808	0	175,000	3	0	0
			Subtotal, San Francisco Bay Area (MTC)					1,286,938				

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp + Value
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	7/2008	42,360	20,000	39,160	20,000	0	4.5	5	9
Sacramento Valley	Placer	65	Lincoln Bypass	12/2008	324,000	78,592	232,000	73,715	4,877	0	4	13.5
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	5/2008	80,232	15,000	72,432	15,000	0	5	4	12.5
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase 1	9/2009	165,000	80,000	147,125	80,000	0	4	4	12
Sacramento Valley	Sacramento	80	HOV lanes, Sacramento River to Longview Dr	9/2009	200,000	100,000	179,000	0	100,000	4	4	12
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	5/2009	34,000	34,000	31,300	31,300	2,700	4.5	4.1	11.7
Sacramento Valley	Nevada	49	La Barr Meadows widening	6/2009	40,500	22,168	24,500	18,568	3,600	4	2.1	9.1
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	7
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500	0	20,000	2	3	7
Sacramento Valley	Yolo	5	I-5 to Rte 113 direct connector (Phase 2)	1/2009	60,578	41,700	48,400	41,700	4,800	4	3	8
Sacramento Valley	Sacramento	99	Hazel Ave widening, US 50 to Madison	2/2009	90,123	20,000	50,371	0	20,000	4	1	7
Sacramento Valley	Sacramento	99	Central Galt interchange	9/2009	49,000	8,250	38,100	0	8,250	4	1	6
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr.	7/2008	16,320	10,000	12,820	0	10,000	5	1	6
Sacramento Valley	Sacramento		White Rock Rd 4 lane, Sunrise Bl-Prairie City Rd	5/2011	26,600	22,000	19,100	22,000	0	1	0.5	5.5
Sacramento Valley	Sacramento	5	Aux. lanes, Consummes River to Pocket Rd	10/2010	32,300	32,000	32,300	0	32,000	1	3	4
Sacramento Valley	Sacramento		Consummes River Blvd extension	2/2009	58,622	20,000	49,449	0	20,000	4	0	5
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening	9/2011	6,150	5,500	5,300	0	5,500	1	0	1
Sacramento Valley	Sacramento		Sac area transportation info exchange (STARNET)	3/2009	4,000	3,700	4,000	0	3,700	1	0	2
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		21,883	3,800	0	0	3,800	0	0	0
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		10,680	2,700	0	0	2,700	0	0	0
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		25,300	25,000	25,300	0	25,000	0	0	0
Subtotal, Sacramento Valley								260,583				
North State	Mendocino	101	Willits Bypass	1/2010	356,360	177,439	296,640	0	177,439	3.5	4.5	7
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	5/2011	27,443	27,443	22,902	22,902	4,541	2	3.5	10.5
North State	Shasta	5	I-5/SR 44 fwy to fwy direct connector	11/2011	60,954	49,165	41,090	0	49,165	2	2	7.5
North State	Shasta	44	Dana to Downtown, widen to 6 lanes	5/2008	75,182	22,910	68,717	0	22,910	5	2.5	7.5
North State	Shasta/Trinity	299	Buckhorn Grade realignment	7/2011	249,000	239,466	230,821	0	239,466	2	4	7
North State	Shasta	44	Extend 4 lane freeway to Palo Cedro (Stillwater)	11/2010	69,786	65,706	52,930	0	65,706	3	4	7
North State	Lake	29	Expressway, Diener Dr. to Rte. 175	10/2011	179,088	134,477	148,552	0	134,477	2	4	6
North State	Shasta	5	South Redding 6 lane (Bechelli-Churn Creek)	11/2011	41,000	41,000	35,301	0	41,000	2	2.5	5.5
North State	Tehama	5	South Avenue interchange improvement	5/2009	31,697	27,956	27,700	0	27,956	4	1	5
North State	Shasta	5	North Anderson 6 lane (Bonnyview to Riverside)	7/2011	62,718	62,718	53,216	0	62,718	1	2	3
Subtotal, North State								22,902				
Total Recommended Projects, North								1,752,606				
Reserve for bond administration								36,000				
Reserve for traffic management system projects								0				
Total Recommended, North								1,788,606				
Total Bond Capacity, North								1,800,000				
Under (Over) Capacity								11,394				

ATTACHMENT B

REQUESTS FOR RTP AMENDMENT



DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

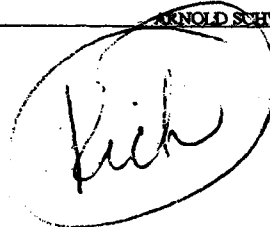
100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012-3606

PHONE (213) 897-0362

FAX (213) 897-0360

TTY (213) 897-4937

*Flex your power!
Be energy efficient!*

January 16, 2007

Mr. Hasan Ikhata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request Amendment of 2004 RTP and 2006 RTIP to include (1) I-5 HOV Lane/Truck Lane and (2) SB I-605 to EB I-10 Transition Connector

Dear Mr. Ikhata:

The California Department of Transportation (Caltrans) is requesting that the I-5 HOV Lane and Truck Lane from I-5/I-14 Interchange to Parker Road Overcrossing project and the I-10/I-605 Transition Connector from SB I-605 to EB I-10 be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP).

The purpose of the I-5/I-14 HOV Lane and Truck Lane project is to get greater efficiency in roadway capacity in the North County area. Substantial growth that is occurring is rapidly outstripping existing roadway capacity. The proposed project is described as follows:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR 14 interchange to Parker Road Overcrossing
- Construct one truck lane along outside edge of travel way (N/B) from Weldon Canyon to Pico Canyon Road / Lyons Avenue
- Construct one truck lane along outside edge of travel way (S/B) from 400 feet north of Weldon Canyon to Pico Canyon Road / Lyons Avenue

The purpose of the I-10/I-605 Transition Connector from SB I-605 to EB I-10 is to eliminate weaving conflicts that exist due to extreme congestion of the existing configuration of shared freeway-to-freeway connector moves. The proposed project is described as follows:

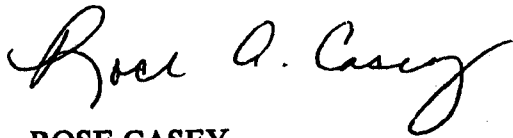
- Construct fly-over connector from S/B I-605 to EB I-10
- Fly-over direct connector (S/B I-605 to EB I-10) would replace the existing shared at-grade connector

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
January 16, 2007
Page 2

Thank you for your assistance in helping to advance the projects identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

Sincerely,



ROSE CASEY
Deputy District Director
Division of Planning, Public Transportation & Local Assistance

Attachments:

I-5 HOV Lane Location Map and Fact Sheet
I-10/I-605 Transition Connector Project Map
CMIA I-10/I-605 Transition Connector Project Nomination Fact Sheet
CMIA I-10/I-605 Benefit/Cost Analysis: Project Input Sheet
LACMTA CMIA I-10/I-605 Supplemental Application Information

C: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management

**Requesting amendment to the 2004 Regional Transportation Program and the 2006 Regional
Transportation Improvement Program – I-5 HOV and Truck Lane & I-605/I-10 Fly-over direct
connector**

Presented to

Southern California Association of Governments

Submitted by

**Caltrans District 7
100 South Main Street
Los Angeles, CA 90012**

January 16, 2007

CALTRANS	LAE0465	IN L.A./SANTA CLARITA FROM NORTH ON RTE. 5/SR 14 TO Parker Road O.C., HOV OR TRUCK LANE IMPROVEMENT(EA 23320 PPNO 3189) SAFETEA LU #465
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Project Location: Los Angeles County
Santa Clarita

Project Description: Route 5/14 Interchange to Parker Road O.C.
HOV Lane and Truck Lane Improvement PM R44.9/R59.0

Proposed Project:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Sponsor: Caltrans in partnership with Private (Golden State Gateway Coalition)

BACKGROUND

I-5 is listed as a "high priority corridor" on the National Highway System (NHS), serving Inter-regional commodities and vehicular travel in the north-south direction from California's most southern border with Mexico to its most northern border with Oregon. Within the project limits, the I-5 is classified as an urban freeway, and it functions as the gateway to and from the Los Angeles Basin to central and northern California. As a result of this unique characteristic of spanning the entire state, the interstate in the North County area experiences very high volumes of traffic, which also includes truck traffic.

The existing facility within the project limits currently accommodates four mixed flow lanes in each direction. The mixed flow lanes are constructed to standard lane widths (3.6m) with standard outside shoulders (3.0m) and nonstandard inside shoulders (2.4m). Along this section of the I-5, the median width varies from approximately 10 m to 19 m and is fully paved in some areas and partially paved in other areas. The topography of the project area is mountainous or hilly, requiring that the freeway section be constructed with 1:2 side slopes and/or back slopes, and non-standard paved width inside shoulders.

The substantial growth that is occurring in the North County is quickly outstripping the existing roadway capacity. Programmed capacity improvements slated for the North County would be overwhelmed well before the horizon year 2030. Freeway traffic volumes on I-5 are projected to approximately double by year 2030. The recent travel time survey completed on the I-5 freeway measured approximately 1 million annual hours of traffic delay within the project limits. It is anticipated that future peak volumes of traffic would increase, leading to even greater delays.

PURPOSE AND NEED

The substantial growth in employment, population, and household dwelling units anticipated for the North County area by year 2030 would lead to a commensurate increase in resident-based trip-making of all trip purposes. In addition, growth in the economies of surrounding jurisdictions (such as Kern and San Bernardino Counties) coupled with growth in the overall statewide economy would create substantial increases in intercounty/interregional vehicular trips traveling through the North County area, both in trucks and general automobile traffic.

Within the project limits, in the northbound direction, the I-5 is experiencing AM and PM peak hour traffic that ranges from 3,470 to 5,260 vehicles per hour (vph) and from 4,580 to 9,300 vph, respectively. In the southbound direction, the AM and PM peak hour traffic volumes range from 5,000 to 9,090 vph and from 3,800 to 5,830 vph, respectively. The percentage of truck traffic along this stretch of I-5 varies from 6% to 11% of the total traffic volume.

The northbound I-5 segments from Calgrove Boulevard to Magic Mountain Parkway during the AM peak hour operates at level of service (LOS) C; from Calgrove Boulevard to Valencia Boulevard during the PM peak hours, the northbound I-5 operates at LOS E and D. Traffic conditions along southbound I-5 between McBean Parkway and Lyons Avenue during the AM peak hour operate at a LOS E and between Calgrove Boulevard and Lyons Avenue they operate at a LOS F.

Future traffic volumes for Alternatives 2, 3, and 4 were projected for Year 2030 using the SCAG model. Under the no-build scenario of Alternative I, the northbound AM and PM peak hour traffic volume is expected to range from 5,750 to 5,840 vph and from 7,900 to 14,050 vph, respectively. The southbound AM and PM peak hour traffic is expected to range from 7,570 to 13,660 vph and from 7,540 to 7,650 vph, respectively. The corresponding LOS for the northbound direction in the AM peak hour is Level C, and it ranges from Level F to E in the PM peak hour. Similarly, the corresponding LOS for the southbound direction in the AM peak hour ranges from D to F, and the PM peak hour experiences a constant Level of D.

EA 2332E

Project Description:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Location (excludes bus purchases or replacements):

In Los Angeles County in the City of Santa Clarita on Northbound and Southbound I-5 from SR-14 to Parker Road O.C.

Project scope:

Adding one HOV lane with 1.2 m buffer along I-5 in the median on each direction on I-5 from SR-14 to Parker Road O.C. Adding a truck lane along the outside edge of travel way in both the southbound and northbound directions from I-5/SR-14 interchange to Pico Canyon Road/Lyons Avenue.

For Regionally Significant & Goods Movement Projects include - -

New Connections/Cross Traffic Improvements: N/A

For non-motorized projects or TCM aspects include type of non-motorized or TCM portion of overall project: N/A

New Highway: N/A

Lane Additions/Capacity Enhancements

**Project descriptions for improvements with Lane Additions you must include number of existing lanes in each direction: 4
number of proposed lanes in each direction: N/B: 6; S/B: 6
project length (beginning & end points); and change in type of facility (e.g., mixed flow changes to HOV or a secondary to a primary): Please see Project scope above. More information to be determined during PA&ED and PS&E
Indicate where any lanes are being added or deleted: Please see Project scope above. More information to be determined during PA&ED and PS&E
Indicate where medians will be added or raised: Please see Project scope above. More information to be determined during PA&ED and PS&E**

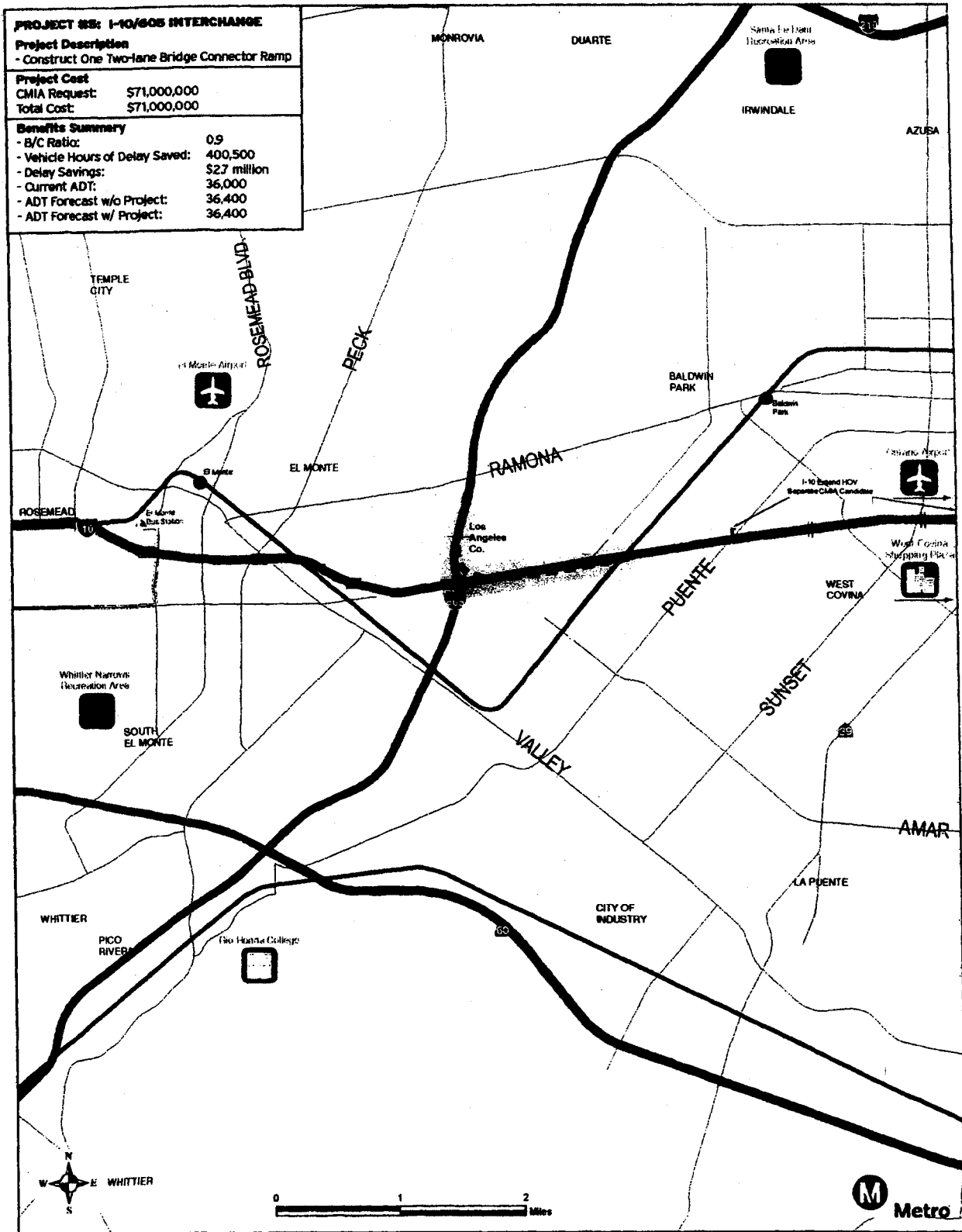
PSR-PDR (Project Study Report – Project Development Support): completed on March 28, 2003

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – July 2008

Estimate project cost: \$220 million

Funding Source: Public / Private Partnership (Golden State Gateway Coalition)

Estimate project completion date: June 2015



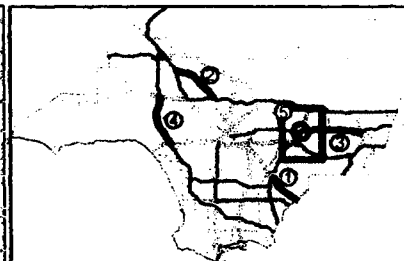
DRAFT
Corridor Mobility
Improvement
Account Program
I-10/I-605
Connector

December 29, 2006

- ■ ■ Proposed I-10/I-605 Connector
- I-10/I-605 Project Limits
- Metrolink Connector Rail
- Metrolink Station
- Metro Rapid (Bus Rapid Transit)
- NTA Bus Lines/Mini Lines
- Existing HOV Lanes
- Freeway and Major Arterials

ITS Features

- ☑ CCTV - Closed Circuit TV
- ⏏ CMS - Changeable Message Sign
- Ⓜ HAR - Highway Advisory Radio
- Ⓜ METER - Ramp Meter
- Ⓜ RWIS - Roadside Weather Information System
- Ⓜ TMS - Transportation Management Systems
- Ⓜ SCAG SmartGrowth Areas
- Ⓜ Activity Centers



CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

Project Nomination Fact Sheet

Nominating Agency: MTA/Caltrans		Fact Sheet Date: 12/29/06	
Contact Person	Ben Jong/Mehdi Salehinik		
Phone Number	(213)922-3053/ (213)897-7195	Fax Number	(213)922-6353/ (213)897-0648
Email Address	JongB@metro.net / mehdi_salehinik@dot.ca.gov		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
LOS ANGELES	7	3529	245400	9	10/605	31.1	32.3
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts		Senate: 24			Congressional: 32, 38		
		Assembly: 57					
Implementing Agency (by component)		PA&ED: CALTRANS			PS&E: CALTRANS		
		RAW: CALTRANS			CON: CALTRANS		
Project Title		Interstate 10/605 Transition Connector from SB I-605 to EB I-10					
Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form) Los Angeles County, San Bernardino Freeway (I-10) and San Gabriel River Freeway (I-605) Interchange, Construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp.							
Description of Major Project Benefits The weaving conflict on a joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors have resulted in queuing on the outer lane of the westbound I-10 and weaving related accidents. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing southbound I-605 to eastbound I-10 at-grade connector and result in the elimination of the weaving conflict. The benefits of the proposed fly-over connector are that it will provide a direct connection between freeways (I-10 and I-605); eliminate weave movements on this joint segment; reduce the queuing of westbound traffic on I-10; provide for improved goods movement; and enhance the safety and operation of I-10 & I-605 interchange.							
Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' Expected Source of Funding from Prop. 1B bonding, CMIA Augmentation and any other funding available thru LACMTA's call for project process							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete		Sept/2006					
Notice of Preparation		Document Type: ND		July/2007			
Begin Circulation of Draft Environmental Document		Aug/2008					
Final Approval of Environmental Document		Jan/2009					
Completion of plans, specifications, and estimates		Nov/2010					
Right-of-way certification		Mar/2011					
Ready for advertisement		May/2011					
Construction contract award		Aug/2011					
Construction contract acceptance		Aug/2013					

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet.
 A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.ctc.ca.gov/>

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District:

7

County:

Los Angeles

Describe Project:

Interstate 10/605 Transition Connector from SB I-605 to EB I-10

PROJECT DATA

Type of Project	Enter "X"
Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe: freeway connector)	X
Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)	1
Length of Construction Period	2
Duration of Peak Period (AM+PM)	3
	hours

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design			
Number of General Traffic Lanes	w/o Project	w/ Project	HOV Restriction (2 or 3)
Number of HOV Lanes	1	2	
Highway Free-Flow Speed (in mph)	35	35	
Project Length (in miles)	1	1	
Average Daily Traffic			
Current	w/o Project	w/ Project	
	16,000	16,300	
Forecast (20 years after construction)	16,300	16,300	
Average Hourly HOV Traffic (if HOV lanes)			
Percent Trucks (include RVs, if applicable)	100%	0	
Truck Speed (if passing lane project)	7	7	

COMMENTS:

Prepared by:

Phone No:

E-Mail:

CONTACT:

Mahmoud Mahdavi

916-653-9525

mahmoud_mahdavi@dot.ca.gov

FAX: 916-653-1447

Route: I-605/I-10

EA:

24540

Post mile: 20.2-20.6

PPNO:

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility			
Fatal Accidents	Count (No.)		
Injury Accidents	0		
Property Damage Only (PDO) Accidents	33		
Property Damage Only (PDO) Accidents	224		
Statewide Average for Highway Classification			
Accident Rate (per mil. veh.-miles)	w/o Project	w/ Project	
% Fatal Accidents	3.10	1.61	
% Injury Accidents	3%	1%	
% Injury Accidents	100%	71%	

TOTAL PROJECT COSTS (in escalated dollars) From Project Nomination Fact Sheet:

Fiscal Year:	
2007-2008	\$ 35,230,000
2008-2009	\$ 35,230,000
2009-2010	\$
2010-2011	\$
2011-2012	\$
2012-2013	\$

**Los Angeles County Metropolitan Transportation Authority
CMIA Supplemental Application Information
Interstate 10/605 Transition Connector from SB I-605 to EB I-10**

Description of Corridor

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuter access to the Los Angeles Central Business District from San Gabriel Valley, Riverside and San Bernardino Counties. I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both Freeways experience severe congestion while carrying substantial traffic volumes. The congestion is aggravated by weaving and the accidents in and around the vicinity of the interchange.

The existing interchange is exceptionally congested and a high accident location due to shared freeway-to-freeway connector moves. Instead of a four level interchange with individual freeway-to-freeway connectors separated on their respective levels, the interchange is two-level and traffic utilizing the interchange weaves in short distances to move from one freeway to another as the connectors share common alignments.

The weaving conflict on the joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors results in queuing on the outer lanes of the freeways and weaving and congestion related accidents in the vicinity of the interchange..

Project Description

The Project will construct the flyover connector from Southbound I-605 to the Eastbound I-10. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing shared at-grade connector and result in the elimination of the weaving conflict.

Project Cost

CMIA Request:	<u>\$71,000,000</u>
Total Cost:	\$71,000,000

Project Benefits

The new connector would eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents

<u>Benefits Summary</u>	
▪ B/C Ratio:	0.9
▪ Vehicle Hours of Delay Saved:	400,500
▪ Delay Savings:	\$2.7 million
▪ Current ADT:	36,000
▪ ADT Forecast w/o Project:	36,400
▪ ADT Forecast w/ Project:	36,400

Mobility

The benefits of the proposed fly-over connector include:

- Provide an improved direct connection between I-10 and I-605 as the ramps will be lengthened and the acceleration and merge lanes upgraded to standards;
- Eliminate the conflicting weave movements with the westbound I-10 to southbound I-605 joint connector;
- Reduce the queuing of westbound traffic on the freeways;
- Enhance the safety and operation of I-10 & I-605 interchange;
- Reduce cut through traffic through a section of the City of Baldwin Park that is avoiding the congested interchange.

Connectivity

The Project improves the connectivity between two interstate freeways in the heart of the San Gabriel Valley.

Air Quality Benefits

The air quality benefits accrue to the HOV project east of this improvement. See CMIA Project # 3, Interstate 10 Extend El Monte Busway to County Line.

Safety

This project will eliminate the weaving movements on the shared connector and therefore reduce accidents.

Multi-modal Corridor Improvements Investments

This Project is a companion Project to the I-10 HOV lanes Project where the HOV lanes will reduce congestion. The full effectiveness of the HOV lanes alone will be diminished as the mainline will continue to congest at the vicinity of the interchange without this Project. The mainline freeways experience severe back up due to the lowered capacity of the interchange and the non-standard interchange geometrics which cause severe weaving and slow traffic speeds forcing vehicles to queue as they approach and traverse the interchange.

Mitigating the Project Risks

The Project Study report was recently approved in September 2006 with its cost estimate.

The preferred alternative minimizes the right of way impacts in that only partial takes to accommodate the realignment of the adjacent frontage road were required. The acquisition costs were estimated at \$1.7 million.

The Project Report will be prepared in conjunction with the environmental documentation process.

Corridor Management Approach

Caltrans and Metro are in the process of developing a corridor management plan (CMP) on all corridors for which improvements are submitted for funding from the Corridor Mobility Improvement Account Program (CMIA) to ensure a coordinated, multi-modal, congestion management approach.

Caltrans District 7 is committed to prepare CMPs using a multi-disciplinary and multi-function approach, including but not limited to, representatives from district traffic operations, planning, and maintenance. Participation of other functions such as design, program-project management, and environmental is recommended based on the corridor. Regional agencies, congestion management agencies and modal operators will be involved through all stages of plan development. This effort will be coordinated with Metro's ITS program (see CMP description and ITS project description for more details).

For this corridor, Caltrans and local jurisdictions through coordination with the Los Angeles County Department of Public Works, are participating in the Regional Integration of Transportation Systems Program of Metro to ultimately exchange seamlessly Freeway and arterial traffic and transit information to local agencies, traffic/transit management agencies and traffic information purveyors.

All major arterials and collector roads in the corridor are being signal synchronized and it is planned in the future to create networks to be connected to several Transportation Management Centers.

The project will incorporate fiber optic communications backbone, CCTV, CMS, replace loop detectors, and provide ramp metering.

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

March 19, 2007 (Revised)

Mr. Hasan Ikhata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request the inclusion of the I-5 widening project as modified into the Amendment to the 2004 RTP and 2006 RTIP currently underway

Dear Mr. Ikhata:

The California Department of Transportation (Caltrans) is requesting that the I-5 widening project from the Los Angeles County Line / Orange County Line to the I-5/605 Interchange be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). The proposed project scope as currently identified in the 2004 RTP and 2006 RTIP as a 10-lane facility. The proposed change to the project scope is identified below.

Project Description:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility which will include one HOV lane + 5 mixed flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

Thank you for your assistance in helping to advance the project identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
March 16, 2007 (Revised) *HW*
Page 2

Sincerely,

for Elizabeth Yudegum
ROSE CASEY
Deputy District Director

Division of Planning, Public Transportation & Local Assistance

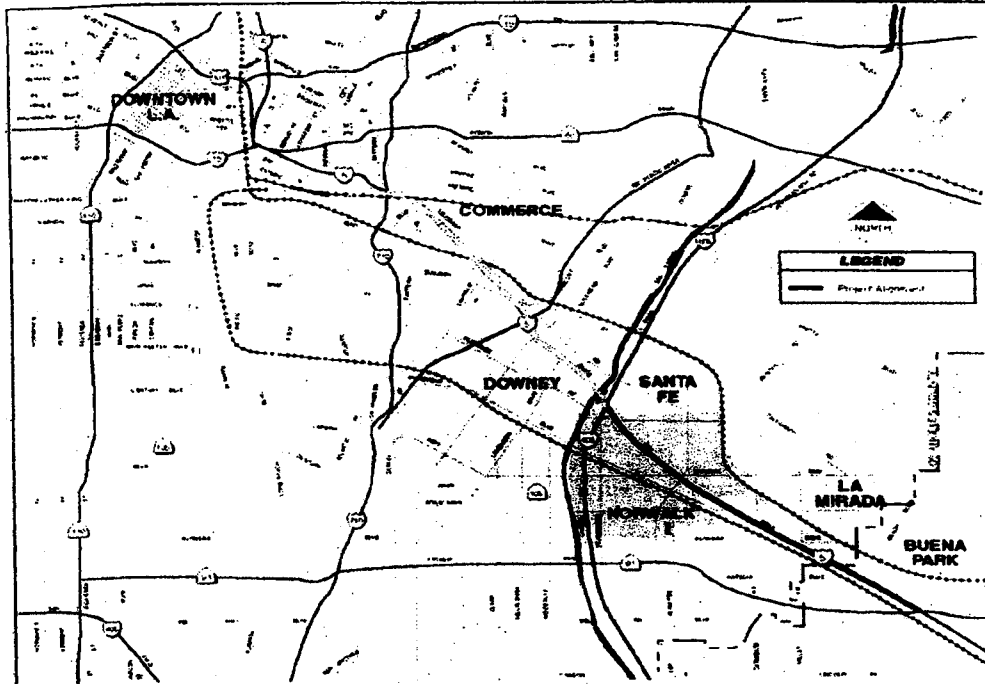
Attachments:

I-5 Widening Map and Fact Sheet

C: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management
Ron Kosinski, Deputy District Director, Environmental Planning

CALTRANS	LAE0465	IN VARIOUS CITIES FROM .02 MILE SOUTH OF ARTESIA AVENUE TO .02 MILE NORTH OF FLORENCE AVENUE OVERCROSSING (EA 2159A PPNO 3189) SAFETEA LU #465
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I-5 Widening Project



PROJECT DESCRIPTION:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Location: Los Angeles County

La Mirada, Santa Fe Springs, Norwalk, and Downey
Orange County, from 91 to LA County line

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility, which will include one HOV lane + 5 Mixed Flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

Sponsor:

CALTRANS in partnership with

- FHWA
- JPA (Joint Powers Authority)
- MTA (Metropolitan Transportation Authority)

BACKGROUND

The I-5 freeway is a major regional transportation corridor that extends the entire length of the western United States from Mexico to Canada. It also serves as the backbone of the transportation system connecting the major urban centers of Los Angeles county and Orange County. Given the substantial need for greater mobility in this corridor and to meet the anticipated demands, The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Authority (LACMA), I-5 Consortium Cities Joint Powers Authority (JPA), Orange County Transportation Authority (OCTA) adopted a Major Investment Study (MIS) as a long-term strategy for major capacity improvements for the I-5 corridor.

The overall study goal of the study was to develop a cost effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities.

The MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements.

PURPOSE AND NEED

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

If the proposed improvements were not implemented in this section of the I-5, the current delays would increase substantially in future years; resulting in longer, then the current 3 hour morning and 4 hour afternoon, peak hour traffic. The proposed HOV lanes would provide a needed linkage in the Interstate 5 HOV system between SR91 and I-605. Truck traffic within segments of this corridor is as much as 10% during peak hours and 20% during off peak hours. Without the improvements proposed by this project goods movement within the corridor and the region would be severely impacted.

PROJECT BENEFITS

The I-5 Ultimate Project is intended to improve mobility in the corridor by substantially increasing capacity and improving safety. Some of the immediate benefits are:

1. Improved regional goods movement
2. Elimination of northbound bottleneck as a result of the lane drop between the Orange County and L.A County line.
3. Improve operation and safety of the mainline
4. Improve operation of major intersections and interchanges in the I-5 Corridor.
5. Provide additional capacity to handle the forecasted demands.
6. Upgrade I-5 corridor to meet current Caltrans and FHWA design standards.
7. Improve access to regional transit and HOV facilities.
8. Improve freeway Level Of Service during AM and PM peak hours
9. Reduce travel time delays and congestion related accidents.

SCHEDULE:

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – May 2007

Construction Phase Begins: 2011

Construction Phase Ends: 2017

COST and FUNDING

Total Programmed Project Costs: \$ 1,155.285 Million

Funding Sources Include:

- Corridor Management Improvement Account (CMIA)
- Regional Transportation Improvement Program (RTIP)
- Inter-Regional transportation Improvement Program (ITIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- State Transportation Improvement Program (STIP)
- Transportation Congestion Relief Program (TCRP)